

Maine Coastal News

Volume 31 Issue 12

December 2018

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AMERICAN LOBSTER MANAGEMENT BOARD (OCTOBER 22, 2018)  
Meeting Summary

The American Lobster Management Board met to discuss bait sources available to the lobster fishery, review a Northeast Fisheries Science Center (NEFSC) Technical Memo on challenges facing the recovery of right whales, and receive an update on the recent Atlantic Right Whale Take Reduction Team (ALWTRT) meeting.

The Board reviewed the Maine Dept. of Marine Resources' bait protocol. This protocol was established by Maine in order to reduce the risk of viral agents, parasites, and nuisance species being brought via bait into nearby waters. Given the quota of Atlantic herring, a preferred bait source in the lobster fishery, is expected to be reduced, the Board agreed to develop a resolution to address threats created by the use of lobster baits that are known to harbor viral, bacterial, parasitic, and invasive agents. This resolution will be developed by a working group which will assess both long-term and short-term needs.

The Board also reviewed the NEFSC Technical Memo on right whales as well as recent discussions of the ALWTRT. These discussions have been prompted by the decline of the Atlantic right whale population, an endangered marine mammal. Given the recommendations of the ALWTRT may have management implications for the lobster fishery, the Board decided to form a

work group to evaluate the measures being considered by the ALWTRT and provide recommendations to the Board.

Staff also provided an update on the Electronic Tracking and Reporting Subcommittees. These groups were formed after approval of Addendum XXVI in order to carryout provisions of the document. The Electronic Tracking Subcommittee is focused on implementing a 1-year pilot program to test tracking devices in the fishery and has submitted a grant proposal to fund this project. The Electronic Reporting Subcommittee is focused on guiding the development of electronic reporting in the fishery. To date, this group has identified needed data elements on a form, reviewed available software, and discussed the merits of selecting a single, preferred software versus identifying specifications which allow multiple software companies to develop a reporting form.

The Board also reviewed and approved state compliance reports and FMP Reviews for American Lobster and Jonah Crab. The Board noted that New York and Delaware have not fully implemented provisions of the Jonah Crab FMP; these jurisdictions stated that regulations are going through respective legislative processes. As a result, the Board agreed to send letters to these states requesting them to come into compliance. Finally, the Board approved Marc Palombo to the Jonah Crab Advisory Panel.

For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at [mware@asmfc.org](mailto:mware@asmfc.org) or 703.842.0740.

Motions

Move that states within the jurisdiction of ASMFC's Lobster Management Plan shall initiate a resolution to address the threats to interstate commerce that is created by the use of lobster bait that is sourced from domestic and foreign locations that are known to harbor viral, bacterial, parasitic, and invasive agents that could pose a risk to lobster and other indigenous species. Such measures must ensure that the use of such baits will be prohibited by December 2020.

Motion made by Mr. Keliher and seconded by Mr. Fote. Motion carries (11 in favor).

Move to postpone until the February 2019 meeting to determine the compliance level for the states of DE and NY for the Jonah Crab FMP and send letters to the states to request they come back into compliance.

Motion made by Mr. McKiernan and seconded by Mr. White. Motion carries (10 in favor, 1 abstention).

Move to approve the 2018 Lobster and Jonah Crab FMP Reviews, state compliance reports, and *de minimis* status for DE, MD, and VA for both American lobster and Jonah crab.

Motion made by Mr. Fote and seconded by Mr. Hasbrouck. Motion carries (11 in

favor).

Move to approve Marc Palombo (MA) to the Jonah Crab Advisory Panel.

Motion by made Mr. Borden and seconded by Mr. McKiernan. Motion approved by consensus.

ASMFC Atlantic Herring Board Initiates Draft Addenda to Protect Spawning Herring in Areas 1A and 3

NEW YORK, NY – The Atlantic States Marine Fisheries Commission's Atlantic Herring Management Board initiated Draft Addenda II and III to Amendment 3 of the Interstate Fishery Management Plan for Atlantic Herring to consider strengthening spawning protections in Area 1A (inshore Gulf of Maine) and extending spawning protections to Area 3 (off of Cape Cod and Georges Bank). This action responds to the results of the 2018 Benchmark Stock Assessment which showed reduced levels of recruitment and spawning stock biomass over the past five years, with 2016 recruitment levels the lowest on record.

Currently, the Board uses a series of closures to protect spawning aggregations in the Gulf of Maine. These closures, which were implemented through Amendment 3, extend for four to six weeks; their timing is informed by samples which are used to project the start of spawning. Recent analy-

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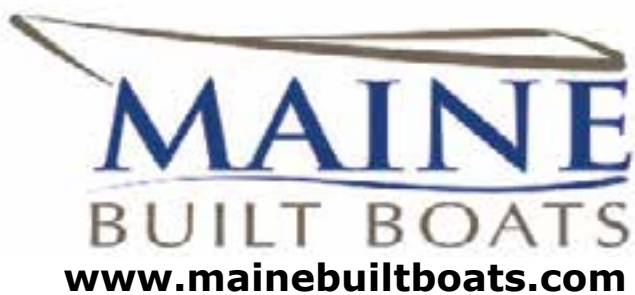
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**Publisher**  
**Editor-in-Chief**

**Jon B. Johansen**  
**Rachel Elward**

**Advertising Deadlines:** The deadline for the January issue is December 7.  
The deadline for the February issue is January 11.

# Publisher's Note

Believe it or not this is the last issue for 2018. That means the New Year ushers in volume 32...31 years of covering the coast. It certainly does not feel like 31 years, and you know what they say, “If you do what you like you will not work a day in your life.” Not totally true. No matter what one does there are always aspects that are not always enjoyable or maybe it is I would rather spend my time doing something else. I have no regrets, of course something should have been done a little different and that would have made life a little easier. This morning while typesetting I went looking for a photograph and after about two hours of searching the photo files still have not found it. I had started an index of all the photographs a couple of years ago, and now I realize I should have completed it. Another project, and this could take months to complete, is to file all the material I have collected over the 31 years. Not a high priority in my book, but one I am slowly moving forward on because there is a lot of valuable information in the piles that if I had to find something it could take days or weeks to locate it.

Over these 31 years, there have been some interesting changes. Technology has to be the most impressive. I remember cutting and pasting each page on a big sheet and then having the photos processed and then tipped into place. Now it is all digital and the time savings each month is at least two or three days. However, technology is changing faster than most of us can keep up with. Social media is constantly changing as interest goes from one site to another. You can be on Facebook, Instagram and Twitter and if you post to all of them how

much time have you taken. The bigger question is was it all worth it? I have stayed with Facebook and that takes a couple of hours to post to, but it seems worth the effort.

My next hurdle is getting the website revamped, which is a must. I have not stayed up with this and that was not smart. If I had posted all the material (articles, photographs and the research), it would have been a great source for information. Hopefully in the next couple of months we can have a redesigned website with much of the back information available.

Now there are questions nobody seems to dare answer: how do we plan for the future? People do not seem to be able to judge what society is going to do. I am not sure Generation Zero has any ideas and as a business person that make planning difficult. They do not want to own homes, move every five or so years, and live for the experience. A lot of what most of grew up with they do not want. Being in print media, an industry most feel is doomed, I am just riding the wave out and so far all is good. I think...hope that I can continue doing this as this paper documents the history of the coast. Here is the ultimate question - will future generations care about the past? One can only hope because if they do not realize the mistakes that have been made in the past, they will repeat them.

So as the future continues to arrive, I will try to figure out what path I should be going down and hoping I get it right. Till then I will keep plugging the ships in, now working on 1891, and digitizing those marine articles from newspapers and hope it is useful to someone in the future.

# MCN's Calendar of Waterfront Events

<b>On-going Exhibits</b> To December 2018: “Thou Shalt Knot: Clifford W. Ashley” New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	5-7 ASMFC Winter Meeting Westin Arlington, VA	16 Rockland Lobster Boat Races Rockland Harbor @ Breakwater Rockland Info: Nick O’Hara (207) 542-
To December 2018: Into Infinity: Art by Milton Brightman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Opening November: Portugal and the Great War: Contexts and Protagonists (1914-1918) New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	23-27 New York Boat Show 625 W 34 <sup>th</sup> St. New York, NY	4348 Mike Mayo (207) 542-1879
After Ryder – Photographs by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Opening 1 December: Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: mysticseaport.org	<b>FEBRUARY</b> 7-10 Halifax International Boat Show 200 Prospect Rd. Halifax, Nova Scotia Canada	23 Bass Harbor Lobster Boat Races Bass Harbor Info: Wayne Rich (207) 244-9623
A Spectacle in Motion: The Grand Panorama of a Whaling Voyage ‘Round the World New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Opening December Whales Today New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	9-17 Boston Boat Show 415 Summer St. Boston, MA	28-30 WoodenBoat Show Mystic Seaport Mystic, CT
A New Bedford Whaler in Africa New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	<b>DECEMBER</b> 4-6 New England Fishery Management Council Meeting Hotel Viking Newport, RI	28-1 March Maine Fishermen’s Forum Samoset Resort Rockport, ME	29 Moosabec Reach Lobster Boat Races Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347
The East Unlocks its Gates: American Whalers and Trade in Asia New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	6 Maine Built Boats Conference Maine Maritime Museum Bath Info: (207) 223-8846	<b>MARCH</b> 22-24 Maine Boatbuilder’s Show Portland Sports Complex Portland Info: (207) 774-1067	<b>JULY</b> 7 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113
	<b>JANUARY</b> 4-6 RI Boat Show One Sabin St. Providence, RI	<b>APRIL</b> 29-2 May ASMFC Spring Meeting Westin Arlington, VA	21 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821
		<b>JUNE</b> 15 Boothbay Lobster Boat Races Boothbay Harbor Info: Ashlee Lowrey (207) 808-9230	28 Harpswell Lobster Boat Races Harpswell Info: Larry Ward (207) 798-1725

# JIM HUNT DISCUSSES SHIPBUILDING AT BOOTHBAY-PASSES OVER BAR

SOUTHPORT – I had done some research in the “Atlantic Fisherman” and kept coming up with questions about boatbuilders of Boothbay Harbor. There are several knowledgeable people on the subject, but the first one I wanted to talk with was Jim Hunt of Southport Island. I knew he had done a lot of research on the builders of the area, especially if they built military vessels. So last March I stopped by and had a most interesting discussion of ship and boatbuilders, but also discussed some of his personal experiences.

Jim said he could go back to the First World War and discussed the Townsend Marine Railway, which is where the Shipyard at Boothbay Harbor is today and the former site of Sample’s Shipyard. The demand for sailing vessels had increased and they were building the four-masted schooner ANNA LAURA MCKENNEY. With the charter rates as high as they were, a vessel could almost pay for itself in one voyage across the Atlantic. The yard was sold to Atlantic Coast Company, Crowell & Thurlow, who also bought McFarland’s Point where they would build five more four masters during the war. The last big wooden vessel built was the JOSIAH B. CHASE, built at the Atlantic Coast Company, which laid idle there for six months before she got a charter.

Across the harbor was the Reed Shipyard, which was purchased just before the war by a group of Boston businessmen, who renamed it East Coast Shipbuilding Company and they built four four-masters. Right after the war it went back to Reed.

So during World War I ten four-masters were built in Boothbay Harbor.

In the Second World War Goudy & Stevens; Hodgdon Brothers; Reed; Rice Brothers and Sample’s Shipyard. Some of the noted builders went to work for others like Paul Luke and Norman Hodgdon who went to work for Sample’s as supervisors.

Jim added, “I think Rice Brothers had one of the most interesting histories of all the yards in the area. Primarily because of their longevity, they lasted until 1956 from the early 20th century. The diversity of what they built and how many they built is interesting. They built everything from aluminum canoes after the war and when business was slow they built tinplate toy boats. They built steam powered vessels, diesel powered vessels, sailing vessels, they built a gasoline engine, they went

into competition building small mahogany speedboats with their own engines, three light ships, including two in 1950 and one in 1938. They also built the first aluminum yacht working with a subsidy from Alcoa, the 28-foot WHISTLER. They sank her in the Damariscotta River on purpose to see what would happen. She survived quite well and I think it is still in existence somewhere. They built a lot of minesweepers in World War II, tugboats, fishing vessels. Their last contract I recall for the government was for personnel boats, I think about 50 feet long, for the Navy. They were the most interesting, most diverse, whatever they had to do they did.”

Going into Jim’s work area one quickly notices the models he has built over the years. Most of these are naval vessels, one he was on, DE 1021 USS COURTNEY, and others that were built in the Boothbay area. One of the models he was working on was the RICHARD T. She was a 38 foot launch, built by Jim Stevens’s father in 1928. She was built before Goudy was involved. “She was like a little bus,” said Jim. “She went from Boothbay Harbor, to the fish hatchery to Juniper Point up to Southport where Robinsons is now. She was built for Emery Thompson, a big-name on Southport. I built the model back a few years ago. I found the actual blueprint of the hull lines at the Historical Society, but no photographs. I did a model for the Historical Society.”

Getting back to World War II shipbuilding Jim said that there was about 1200 people employed in the Boothbay region building ships for the Navy. Reed built what was known as buoy boats, 30-foot powerboats and plane re-arming boats. Goudy & Stevens and Hodgdon worked together and built 10 APCs and two small minesweepers, who’s hull was similar to the APCs, but five feet shorter. Rice built minesweepers and two APCs. Sample’s built minesweepers, 136 foot MSCs coastal minesweepers. After the war they built four 172-foot MSO. Jim added, “They had some financial troubles and squabbles with the Navy. The ‘511’ was the last of them and she didn’t go out until 1958. She laid over here for two or three years waiting for Samples to get done fighting with the Navy.”

Sample’s also built six ATRs starting in 1942. They had very rugged scantlings, because they were salvage tugs and they were steam powered. Camden Shipbuilding

got a contract early in the war for a number of ATRs and they also got a contract to build coal barges at the beginning of the war. The coal barges were essentially 1500 tons schooner hulls, but not rigged. “Jim Stevens was sent up there at 24 years old, a natural builder, and he got them going at 24 years old,” added Jim.

After the war, Sample’s also built draggers and did some yacht work. Jim added, “They built a bunch of air sea rescue boats, which kind of looks like PT boats in the way of their hulls, but they didn’t have the power. They were built in the late 40s. There was a tour boat around here call the STARDUST in the 1950s or early ‘60s, which a lot of people thought was a converted PT boat, but it wasn’t it was an air sea rescue boat. She just had 671s.”

Jim said, “There was another interesting shipyard that I would like to know something about but I can’t find anything, which was started in the World War I period. Never built a vessel, but they built some of the infrastructure and railway at hospital point. They raised money, but it never got off the ground.

Jim wanted to build a model of an ATR and a lot of trouble finding the plans. He went to the National Archives and they had them on microfilm and it took him two days to find what he needed. He also found out that an Australian had come to Boothbay before his vessel was commissioned and he had a lot of material on them. Jim finished a beautiful model of an APC in 2002, which is mounted on the wall of his work room.

The conversation turned to DE 1021, USS COURTNEY, which Jim served on for 19 months. He explained, “I joined the ship in Guantánamo Bay. It had just come out of



Jim Hunt of Southport Island.

the yard and it was down there for refresher training. I had orders for that but they sent me to Newport, her home port but there was no one there. I hung around for two or three weeks then finally they said you are going to Guantánamo Bay here is a train ticket to Norfolk and then a Navy plane from Norfolk to Guantánamo Bay. I was supply officer, but I had my Coast Guard papers for running boats here. So when I got aboard the ship the captain said why are you a supply officer? I said, ‘My glasses didn’t qualify me for line officer.’ ‘Well, that’s too bad,’ he said. After a while I guess he saw I liked being on the bridge. To make a long story short he said, ‘do you want to stand bridge watches?’ ‘Yes

Continued on Page 23.



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# Seventies Memories: Hiring, Crews and W2s

By Lee S. Wilbur

Guy comes into my downstairs office. Cup of coffee in hand. Unannounced. Uninvited. No clue who he was. Just walks in. In our small town of Southwest Harbor, I'd never laid eyes on him. Steps over to a filing cabinet and leans on it, one elbow resting on top.

"Got any jobs?"

If my face wasn't hanging open in a quizzical look, it should have been. Where did this guy come from? This early. Couldn't imagine Heidi wouldn't have reminded me of an interview that morning. Nothing, but nothing ever seemed to get by her.

We'd been working in our new shop going on five-plus years. Built one new addition on the front and one on the side with joinery shop plans drawn for the next. Up to four boats under construction at any one time and looking for new people pretty much on a continuous basis. Anyone at that time, as now, who was/is willing to work can find a job on the "Million Dollar Island". Only difference with the "70's and "80's were many jobs developing from construction in the housing and boatbuilding operations. We were all drawing from a shrinking labor pool of island residents and with deadlines

to meet, sales of new boats with Jarvis Newman continually scaling up, I'd occasionally have to hire "in the margins," hoping somehow the new hire might take hold. Fit in.

Skeptically, I asked, "What do you do?"

"Oh, I've done a little bit of everything. Some carpentry, little plumbing. Done some electric too, but I don't like that as much...too easy to get bitten if you know what I mean." (followed by a kind of conspiratorial chuckle). Asked him where or who he'd worked for to get an idea of qualifications. List he reeled off made me wonder just how old he was, it being a tad on the long side. Figured more than a few of the employments had to have been, shall we say, "brief".

For as many people as I'd been interviewing, and honestly never imagining this business of boatbuilding would have taken off as it had, I'd never experienced anyone quite like this guy. A question made it's way quickly to the surface, "Would he fit in with our crew, the guys and girl(s), some who were now coming in at 5:30 in the morning, putting in a solid day, then on occasion coming back after supper to work a few more hours." If he was a "leaner" in an interview, he'd probably be a "leaner" on the line, or perhaps of another variety, a

"go-fer" meaning "I've got to go find a ....." and return an immoderate time later... closer to "coffee" or lunch break.

Interviewing potential employees I had learned was not just about the potential's abilities but because they'd be working in close quarters, there was the factor of being able or willing to not only do first class joinery or electrical or fiberglassing, or plumbing, or engine installation, I had to keep in mind how his or her personalities and skills fit in with the rest of the crews'. The individual's ethics on coming to work on time, willing to work (not just overtime), and also having a resilient personality (guys have a tendency to poke a bit of fun or sarcasm occasionally) all came into play.

And then, there were other situations to keep in mind as we added many terrific individuals to the crew. Office staff for one. Heidi, who singlehandedly for several years did the bookkeeping alone and also shouldered the responsibility of being home when our children, Ingrid and Derek, got off the school bus at day's end, needed to add at least one and perhaps two individuals to help in her office.

Around this same time, Heidi had called down the hall toward my office. Hers being on the other end.

"Step out in the hall for a minute. I have something to show you."

I did, and she was holding a roll of paper.

"What's that?" I asked, as she let the roll go running down the length of the hall.

I picked up the end, looked it over and immediately let out a "Holy S..." in amazement.

"W-2's"...number of employees on our previous year's payroll. Point being: she was going to need some full time help if we kept this momentum up.

Sometime later, light blinks in my mind. Flickers...stays on. High School...OJT program. Perhaps there were a few young people at the regional high school who'd be interested in leaving classroom and earning a few dollars while getting hands on education. My good friend and mentor himself,

Les King, was still teaching so I gave him a call. He outlined some ideas and gave a thumbs up to talk with the principal.

We were not only able to set up an afternoon schedule for a few students interested in building skills but a young lady, Cheryl McIntire, who now takes care of all the accounting at Wilbur Yachts signed up to work with Heidi as well. And, there were several others who came on board. Andy Davis worked for us until he graduated and became a valuable employee for McEachern lumberyard and then McEachern Hardware store in town. Our head painter Albert Farley whose daughter Lisa joined the program became a skilled varnisher and painter. His son Scott, developed joinery skills, took over the joinery shop and later went on his own and opened a very successful joinery shop. John Fernandez son, Anthony, also in the program went on to open his own boatshop. I could name several others who came with us and not all on the High School program who went on to have outstanding careers in their chosen fields

This was an interesting time I think for all of us. We were able to work together, young and older; not to say everyone hired worked well or stayed or didn't have to be said "good by". Our goal was turning out a great product we believed in. And, with a crew for each boat, employees knew the rhythm of who did what and in particular sequence.

There was something about this guy though. A nigger. I simply could not summon the courage to hire him. I finally passed. Wrote down his phone number. Said "I'll be in touch."

Not fifteen minutes later as I returned to the main floor, whoever'd seen "leaner" against the file in the office made it a point to say..."forget it, know him. You don't want that one!!! Somehow, I guess I just neglected to call him.

Heidi was saved from one more W-2, and I was saved from having to let someone go, a task I never liked.



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A beautiful model of a pinkie schooner at Maine Maritime Museum in Bath.

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# ALL YOU NEED TO KNOW ABOUT PROPELLERS!

TRENTON – One of the sciences needed to make your boat perform to the best of its ability has to deal with the choice of a propeller. It is not an easy science to understand and some say it is nothing but black magic. With the advent of the computers and laser measuring systems this science is becoming much more precise. Now couple that with the knowledge of what worked on the same hull with different configurations (i.e. how it was finished, weight distribution, engine horsepower and gears) and one can be extremely accurate. So what do you need to know about propellers, well I asked Mark Dickinson of Nautilus Marine in Trenton to give me an understanding of the basics.

“Things that people should know about propellers and in particular, people who might work on their own boats or even finish their own boat,” explained Mark, “Number one, what do the measurements mean? What is the diameter? That’s how big around the propeller is. From tip to tip the blades are 26 inches so that is the diameter. What most people don’t know is, what the pitch really means? The pitch is the number of inches that your boat will move forward per one revolution of the propeller. So, 30 inch propeller in theory will move your boat forward 30 inches each revolution. It doesn’t really go 30 inches, because a propeller is always slipping in water. If it is a good efficient hull, light weight, slippery, maybe it’s going to move forward 28 inches for a 30 inch pitched prop. The rotation left hand or right hand, or you can call it clockwise or counterclockwise, simply is which way does the propeller turn when you put the boat in forward gear. Does it turn clockwise or does it turn the other way, left hand or counterclockwise. What difference does that make? It makes a difference in how your boat handles. Most of

the lobstermen that we deal with, like most people, are right handed, so most of their boats are set up on the starboard side for the helm, docking and hauling gear. When you pull into a dock on your starboard side you put the boat in reverse and a left-handed propeller will help draw your boat into the dock instead of pushing it away. That is why most of the lobstermen have a left hand propeller. Cupping is rolling up the trailing edge of the blades of the propeller to a certain amount. There are all different degrees of cup. How high is the cup? Some people call it light, medium, heavy. Well, there’s numbers that relate to that. A medium cup in number form is a number five which in measurement form is 73/1000 of an inch of lip that you roll that lip up above the actual surface of the blade of the prop. What does it do? It is really designed to help control cavitation. I am not enough of an engineer to explain that well, but it has to do with redirecting the water around the propeller. Most Maine lobster boats, or lobster boat type hulls, benefit from a cupped propeller of some degree. Most of them have interrupted water flow to the prop because of the keel in front of the propeller and that produces cavitation, some a little, some a lot, and cupping helps that. That is why cupping usually helps performance and propeller longevity on a lobster boat type hull. Material, bronze and Nibral are the two most common ones. Once in awhile people ask us about stainless, it is ungodly expensive; it has very limited availability and it is unnecessary in our waters up here. Stainless props on big boats are used where there is a tremendous amount of silt and abrasive stuff in the water, like the Mississippi River and the Gulf of Mexico. Places like that. Here, the main two materials are manganese bronze and Nibral. Nibral stands for nickel,



It is all about getting the right propeller and it all comes down to giving the propeller shop the right information.

bronze and aluminum. It is extremely strong. It welds nearly as nice as stainless steel. It is much harder to bend, but it will damage. The damage usually doesn’t run as deep into the propeller as it does on a manganese bronze prop. Nowadays, with our type of more modern equipment for repairing with hydraulic presses we don’t really care if it’s bronze or

Nibral as far as being able to straighten it, because we can straighten it. We like the Nibral better because it welds better and it straightens better. Costs more money initially to purchase a Nibral propeller, but most of the time it is well worth it in longevity. If

Continued on Page 8.

## Adventures and History from Downeast Maine By Arthur S. Woodward, Beals Island



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# ALL YOU NEED TO KNOW ABOUT PROPELLERS!

**Continued from Page 7.**

you don't really need it because of the lower horsepower requirements or something else manganese bronze is fine.”

“People talk about differences in 3 blade, 4 blade, 5 blade,” continued Mark. “Those are the three most common for what we use around here. A correctly sized 3 blade propeller with the right amount of blade area and everything will still almost always give you the highest top end speed, generally. They might make more noise in normal operation even as nice as we can tune them now. The 4 blade is kind of the standard that everybody uses. Mostly it is a great compromise between cost and performance. There are various options available for blade area and profile. Five blades, we are probably going to start to see more usage in some of the lobster boats than we use to. With these big boats, with big power, fairly low gear ratio and kind of limited prop diameter aperture size, you get to the point where you need more blade area than you can efficiently put on a 4 blade. We are starting to see more of those boats that benefit, not just in smoothness and quietness, but actual speed and efficiency with a 5 blade over a 4 blade because you have just got to have that blade area because you have so much power and it is turning kind of slow and in all reality you don't have enough room for the diameter that you really ought to have to be as efficient as you could be.”

How do you size a propeller? “Well, the basic information that we have to have is,” said Mark, “what hull is it? If it's one we are familiar with then we are leaps and bounds ahead. It is great to have the finished weight with the fuel and everything if we possibly can. What is really the horsepower, what is

the correct RPM that it's rated at and exactly what is the gear reduction ratio. Those numbers even though they sound close can make as much as an inch or more difference in pitch or diameter of the final size of the prop. Engine manufacturers with the new computerized systems, all digital controls, it is critical to have the right size propeller for the correct engine loading to No 1: so that your engine is warrantied and No. 2: for the most efficient operation. We have to have the exact information. We have to know how big a propeller can fit under the boat with the correct clearance. So, the procedure is, give the prop shop all the information that I just spelled out, and there is a formula that can figure it all out. Beyond that, being able to know how a certain boat goes through the water, just kind of having the experience. In Maine, every boat we build is custom. Well I have got a book full of them and every one of them is different. This guy has 200 gallons of fuel, the next guy has 400, this guy wants his engine further forward because he doesn't want an engine box. That makes the boat sail different. The next guy wants his boat to sail as fast as it will go, so they pull the engine back, adjust the weight, and add small tanks. Do they have a great big light stand up on the roof or those humungous LED lights and two radars and big stick antennas? Makes a huge difference in the amount of windage that the boat is pushing through. It could make an inch difference in pitch in the propeller or more. Is the boat going to have a cage on it? Two inches less pitch if it has.”

“The computer program that we use,” added Mark, “which is from Michigan Wheel, it's simple, it doesn't cover everything, none of them do. I have looked at and tried a few of the other ones, I have never

seen much of an advantage over the really fancy, expensive ones other than the fact that they print off a really fancy looking report for you to look at. All of them, almost always unless you know what factors to put in, will over prop a Maine lobster boat.”

“Proper clearance,” stated Mark. “Correct clearance for a propeller. The kind of industry rule of thumb is 15 percent of the diameter of the prop between the blade tips and the hull and the skeg. We have found with most of these, again lobster type hulls with some cup, we can get away with 10 percent clearance and it works fine. Guys keep putting more and more power in these boats, but they are not making the boats any deeper. You have got to be able to get the proper propeller under it. Ten percent is kind of easy to figure out. If you have a 30 inch prop, 10 percent of that is 3 inches. So you need 3 inches of clearance from the tip of the blade to the underneath of the hull and to the skeg. It is not as important to have that clearance to the skeg. It can run closer, but the clearance from the tip of the prop to the bottom of the hull is very important. Propellers and air bubbles don't get along well. The propeller loses everytime. Cavitation is the impingement of air bubbles caused by a low pressure area on the propeller blade and will actually eat away the metal. Appendages hanging down on the hull will create a stream of interrupted water or air bubbles if you will and all of those things create interruptions and induce cavitation in the propeller.”

Balance! “Prop balance is simply making sure all the blades weigh the same within a few grams,” said Mark. “One could imagine that if there is a heavy spot on a prop, once it gets spinning it would set up quite a vibration. It's the same reason a tire is balanced.”

What is slippage? “I have done it for just a few boats this year,” explained Mark, “that seemed to be incredibly slippery for their horsepower and the numbers were quite amazing. Again, let's go to a 30 inch pitch, it ought to be going ahead 30 inches for every revolution of the prop. You calculate however many revolutions that prop is turned when the boat has gone a mile. Well say it was only going five percent less than that speed, well there is your five percent slippage. Twenty to fifteen percent slippage, is pretty average for a heavy well-equipped boat. This rush to huge power, I get it, you are a working guy going I don't know how many miles offshore, every knot makes a difference in how much time you spend going back and forth. It is kind of interesting when you compare your typical 42 foot lobster boat with 750-hp if everything is all balanced right and everything is nice, she will do 25-26 knots, maybe a little better. Now, spend another \$100,000 on an 1,000-hp engine and it will do 28½-29 knots. The engine is a lot bigger, a lot heavier; the shaft is bigger and heavier; everything is bigger and heavier. A lot of time the gains aren't as drastic as some think. You can put a humungous engine in your boat, but you are not going to be able to get enough propeller under it to take advantage of it. I have seen a shift, ‘we are building this boat, what do we need, what would work best for this gear so we get the right sized prop. Run some comparisons in this engine and that engine with this gear ratio, that gear ratio. See what is going to be the most efficient and that is great. It is a simple operation to at least get in the ballpark. Then we can fine tune the prop size later. I encourage people to do that.”

**Continued on Page 22.**

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# Ships of Mercy - Beacon of Hope

By Joyce Mulcahy

They wait. Peering out over the water, they squint to see any sign of the beacon of light. Neither heavy rain, nor thick fog, or stormy sea can keep them from coming, and they do come -by the thousands. They wait on the shores of West Africa for the beacon of light to break through the darkness. Much like the 65 lighthouses off the coast of Maine that have offered safety and guidance to sailors in the most perilous of storms, so too, does the Africa Mercy ship offer refuge for people seeking their godsend from the sea.

Mercy Ships began in 1978 with founder Don Stephens, and his wife Deyon and their dream and determination to bring hope, healing, and dignity to people in abject poverty. The Africa Mercy is 499 feet long, nearly 17,000 gross tonnage and is the largest civilian hospital ship in the world. According to Don Stephens, “Our ships are state-of-the-art facilities that offer clean water, reliable electricity and care centers. Because over 50% of the population lives within 100 miles of the coast, we’re able to sail a modern hospital ship with a crew of 400 volunteers directly to people who lack access to first-rate medical care.” The former Danish rail ferry underwent major outfitting to become the Africa Mercy, a ship of hope that has been bringing free surgeries and medical services, and mentorship and training to healthcare professionals since 2007. Prior to the Africa Mercy, there were three other Mercy Ships that traveled to Central and South America and the Caribbean basin. Mercy Ships is celebrating its 40<sup>th</sup> year anniversary this year. Over that time the volunteer crew has performed over 95,000 life-changing or life-saving operations such as cleft lip and palate repair, cataract removal, orthopedic procedures, facial reconstruction and obstetric fistula repair. And, they have trained over 42,250 local professionals in their area of expertise (anesthesiology, midwifery, sterilization, orthopedic and reconstructive surgery, leadership). The Mercy Ships have visited over 594 ports and counting.

The Africa Mercy is the only ship presently in the fleet. It has 8 decks, and at present has 400 volunteer crew with 40 nations represented on board. Each crew member is a volunteer, from the captain to the cook, including the doctors, dentists, nurses, school teachers, bosuns, carpenters, engineers and additional medical and administrative positions. From several weeks to several years, volunteers from all over the world come to the Africa Mercy to donate their skills, gifts and time towards bringing help to the people of West Africa. The ship is currently in Guinea and will remain there until June, 2019. It will then sail to a dry dock port and undergo two months of annually required maintenance before sailing to Senegal for its next 10-month field service.

One volunteer, Tracey Merrill, who hails from South Portland, Maine served on the Africa Mercy as a physical therapist in Madagascar in 2015, Benin in 2016, and Cameroon in 2017. She says, “A few years ago, I decided to quit my full-time job in my hometown of South Portland, Maine, and do some things I have always wanted to do. I had heard about Mercy Ships and decided that would be a great way to serve others. It’s like a mini-United Nations. It is fascinating to meet people from all over the world, and I learn about different cultures, both similarities and differences to my own.”

In Guinea, over 6,000 people lined up to be seen by the Mercy Ships medical screening team in hopes of receiving a surgery card for a free operation onboard the Africa Mercy. Patients suffer from diseases we generally do not see in the United States



**Ulrich was born with dislocated knees. A life destined to begging and hopelessness was transformed to a young man standing tall looking towards his future.**

any longer. Severe facial deformities caused by overgrown tooth enamel, gum disease, or goiters that can grow up to nearly 20lbs. Bow-leggedness from childhood diseases, malnutrition, or ill described pharmaceuticals bring pain, ridicule, shame and thus a lack of education because the child can no longer attend school. Many afflicted adults come to the ship blind from decades of suffering with cataracts, and after a 30 minute surgery, and some days healing, can see again. Children, too, suffer from this disease that causes blindness and in many incidences when parent and child reunite after surgery to see one another clearly, there is much celebration and a firm hope for their future.

Tracey explains from her first-hand experience aboard the ship working in the rehab department that “many have spent years feeling like social outcasts because of their infirmities and deformities. To them, it is a miracle to receive free care in a country that usually can’t provide proper care due to lack of doctors, equipment, or money. I see potential patients by the screening tent — a

variety of deformities and problems unlike anything I have ever seen before. I have seen the transformation from ‘how do we even treat that?’ to ‘what an amazing outcome!’ I have seen unbelievable teamwork among the volunteers to serve the patients.”

Perhaps you are a ship captain or other mariner, a receptionist, a teacher, a nurse, a doctor, an IT professional, a dental assistant or a chief engineer. Mercy Ships is in need of volunteers. Tracey, the fellow Mainer says it best. “Will YOU dare to go outside your comfort zone and volunteer? It will change your life in so many ways – like myself, you



**Mercy Ships volunteer Physical Therapist Tracey Merrill helps Ulrich learn to balance on his newly straightened legs.**  
©Mercy Ships, credit: Shawn Thompson

may not take things for granted anymore. I have become more appreciative of basic necessities like food, clothing and shelter. But I’m also more appreciative of my access to healthcare, my education and even my rights as a woman.”

As the Africa Mercy travels to ports along the coast of West Africa, where people still live on less than \$2/day the work never diminishes. The need to provide surgery is always present as 5 billion people lack access to safe, affordable surgical and anesthesia care when needed. On some days when the people wait, the fog lifts, and the ship docks, the air is thick not with darkness and hopelessness, but with the belief and possibility of a better life. A life where a child can return to school with straight legs

**Continued on Page 10.**

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# U. S. NAVY NEWS

## Navy to Christen Submarine Vermont

From From Department of Defense Public Affairs

WASHINGTON (NNS) -- The Navy will christen its newest attack submarine, the future USS Vermont (SSN 792), during an 11 a.m. EDT ceremony Saturday, Oct. 20 at General Dynamics Electric Boat in Groton, Connecticut.

The principal speaker will be Vermont Governor Phil Scott. Ms. Gloria Valdez, former Deputy Assistant Secretary of the Navy (Ships), will serve as the ship’s sponsor. In a time-honored Navy tradition, she will christen the ship by breaking a bottle of sparkling wine across the bow and state, “In the name of the United States, I christen thee.”

“The future USS Vermont honors the contributions and support that the state of Vermont has given to our Navy and Marine Corps team throughout the years,” said Secretary of the Navy Richard V. Spencer. “For decades to come, this boat and the Sailors who will serve on it will stand as a tribute to the patriotic people of Vermont and a testament to the value of the partnership between the Department of the Navy and our industry teammates.”

The future USS Vermont, designated SSN 792, is the third U.S. Navy ship to bear the name of the “Green Mountain State.” The first Vermont was one of nine 74-gun warships authorized by Congress in 1816. The ship spent her early life laid up, but was put into service as a store and receiving ship during the Civil War. She continued in that service until struck from the Navy list in 1901. The second Vermont (Battleship No. 20) was laid down in May 1904 and commissioned March 4, 1907. She was a member of The Great White Fleet that conducted a world cruise during the Presidency of Theodore Roosevelt. Later she participated in the American occupation of Vera Cruz, Mexico. During World War I, she served as

an engineering training ship before being converted to carry out her final missions as a troop transport, returning about 5,000 World War I U.S. service members from Europe. She was decommissioned June 30, 1920.

The future USS Vermont is the 19th Virginia-class attack submarine and the first of ten Virginia-class Block IV submarines. The ship’s construction began in May 2014 and it will deliver in the fall of 2019. Vermont will provide the Navy with the capabilities required to maintain the nation's undersea superiority well into the 21st century.

Virginia-class submarines are built to operate in the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operation forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility and firepower directly enable them to support five of the six maritime strategy core capabilities – sea control, power projection, forward presence, maritime security and deterrence.

## Navy to Christen Submarine Delaware

From Department of Defense Public Affairs

WASHINGTON (NNS) -- The Navy will christen the attack submarine, the future USS Delaware (SSN 791), during a 10 a.m. EDT ceremony Saturday, Oct. 20 at Newport News Shipbuilding, a division of Huntington Ingalls Industries in Newport News, Virginia.

The principal speaker will be United States Senator Tom Carper from Delaware. Dr. Jill Biden, former second lady of the United States, will serve as the ship’s sponsor. In a time-honored Navy tradition, she will christen the ship by breaking a bottle of sparkling wine across the bow and state, “In the name of the United States, I christen thee.”

“Today’s christening marks an important milestone in the life of the future USS

Delaware, moving the submarine from a mere hull number to a boat with a name and spirit,” said Secretary of the Navy Richard V. Spencer. “This submarine honors the contributions and support the state of Delaware has given to our military and will stand as a testament to the increased capabilities made possible through a true partnership between the Department of the Navy and our industry teammates.”

The future USS Delaware, designated SSN 791, is the seventh ship to bear the name of “The First State.” The first Delaware served in the American Revolution, the second in the Quasi War with France. The third was burned to prevent her from falling into the hands of the Confederate Navy. The fourth served blockading duties through the end of the Civil War. Little is known about the fifth, other than she was a screw steamer that began life with another name before being renamed Delaware on May 15, 1869. The sixth Delaware was a battleship commissioned Apr. 4, 1910, that served in the Atlantic and Caribbean. During World War I, she provided convoy escort and participated in allied naval exercises. She was decommissioned Nov. 10, 1923.

The future USS Delaware is the 18th Virginia-class attack submarine and the eighth and final Virginia-class Block III submarine. The ship’s construction began in September 2013 and will deliver in 2019. Delaware will provide the Navy with the capabilities required to maintain the nation's undersea superiority well into the 21st century.

Virginia-class submarines are built to operate in the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operation forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility and firepower directly enable them to support five of the six maritime strategy core capabilities – sea control, power pro-

jection, forward presence, maritime security and deterrence.

## USS Constitution Celebrates 221 Years Underway

By Airman Olivia K. Manley, USS Constitution Public Affairs

CHARLESTOWN, Mass. (NNS) -- USS Constitution and its crew headed underway from the ship’s berth in Charlestown, Massachusetts, Oct. 19, in commemoration of the ship's launching 221 years ago on Oct. 21, 1787, and is celebrating the U.S. Navy’s 243rd birthday.

“There’s no better place to commemorate the Navy’s and Constitution’s anniversaries in our natural state, underway at sea,” said Cmdr. Nathaniel R. Shick, 75th commanding officer of USS Constitution. “I still remember the excitement I felt as my first ship pulled away from the pier in Norfolk, Virginia. Anxious, yet filled with a genuine sense of adventure. As we left the familiarity of home behind, I formed an instant connection with every generation of American Sailors who had put to sea before us.”

At 11:30 a.m., Constitution performed a 21-gun salute, which was returned by the 101st Field Artillery near Fort Independence on Castle Island. Massachusetts Dept. of Conservation and Recreation preserves Fort Independence as a defensive position for Boston Harbor from 1634 to 1962.

“It is an amazing experience to be stationed on Constitution, and to take her underway with all of our friends and family,” said Seaman Tukker Michael Uniatowski, crewmember of ‘Old Ironsides.’ “I am extremely proud of my ship and to be an American.”

The ship fired an additional 17 shots at 12:15 p.m. as it passed U.S. Coast Guard, the former site of the Edmund Hartt Shipyard where Constitution was built. Each round of this salute honored the 16 states

Continued on Page 18.

# MMA Signs Purchase and Sale Agreement for Former Verso Paper Mill

CASTINE—William J. Brennan, President of Maine Maritime Academy (MMA), has announced that a purchase and sale agreement has been signed with American Iron and Metal (AIM), owners of the former Verso paper mill in Bucksport, to acquire a six-acre parcel of land to locate the college’s new Center for Professional Mariner Development (CPMD). The agreement is expected to be finalized following a 60-day due-diligence period, after which a closing date will be determined.

The CPMD will provide state-of-the-art training for undergraduate students, professional mariners, and workforce development. For professional mariners the CPMD will meet the demand for highly specialized courses that enable mariners to receive certification and credentialing to meet maritime regulatory and industry-sector demands.

The Center will be a public-private venture. “Maine Maritime Academy’s new Center for Professional Mariner Development will be an auxiliary enterprise, the revenue from which will support the college’s mission and programs,” said President Brennan. “A phased approach will ensure that we can steward the finite resources MMA has to devote to the enterprise while simultaneously cultivating private funding.”

# Mercy Ships

Continued from Page 9.

and a curved smile, a father can work to support his family able to see again after months, or years of blindness, and a mother horribly scarred after a cooking oil accident, can care for her children again after an operation brought back mobility to her arms and hands.

When the Africa Mercy arrives in port very often the ship and crew are greeted with dancing, music, and celebration. The people of West Africa know about Mercy Ships. They’ve heard the stories. They’ve seen the evidence of kindness, healing, hope and faith that have been shared by those who have come aboard before them. They know that when it is their turn to climb the metal gangway there will be healing at no cost to them. That mercy comes free of charge. There is no cost because of individuals that give generously to Mercy Ships.

With the holidays soon approaching and much within our own lives to be thankful for, would you consider supporting Mercy Ships to continue to bring hope, healing, dignity and a future to the people of West Africa? For more information on how you can volunteer, or support Mercy Ships, please visit [www.mercyships.org](http://www.mercyships.org). To contact the Northeast Regional Development Manager for Mercy Ships about individual giving and corporate partnership opportunities, please email Joyce Mulcahy at [joyce.mulcahy@mercyships.org](mailto:joyce.mulcahy@mercyships.org).

# U. S. COAST GUARD NEWS

## Coast Guard medevacs sick fisherman 42 miles off Nantucket

11 November  
BOSTON — A Coast Guard Air Station Cape Cod helicopter crew medevaced a sick 54-year-old man from the 87-foot fishing boat Generation Sunday night 42 miles off Nantucket.

The captain of the GENERATION contacted the Coast Guard at approximately 5:20 p.m. and requested assistance for his sick crew member.

An MH-60 Jayhawk helicopter crew arrived on scene and hoisted the patient to the helicopter.

The aircrew flew the man to Massachusetts General Hospital for further care.

The patient was reported to be in stable condition at the time of the transfer.

## Coast Guard, local agencies find body of missing lobsterman off Jonesport

23 October  
BOSTON — Coast Guard and local agencies recovered the body of the missing lobsterman Tuesday off Doyle Island, Maine.

At approximately 5 p.m., Maine State Police and Maine Warden Service divers recovered the lobsterman about 200 yards west from where he entered the water.

Crews searched 233 square nautical miles.

Station Jonesport took lobster boat, Marie Louise II, to their station for further investigation.

Search crews included: Station Jonesport; Air Station Cape Cod; Cutter Sanibel; Maine Marine Patrol; Maine State Police dive team; and Maine Warden Service dive team.

## Coast Guard, local agencies recover missing diver off Nahant, Mass.

20 October  
BOSTON — Coast Guard crews along with local agencies recovered a diver that was reported overdue Saturday morning approximately one mile south of Nahant.

Coast Guard watchstanders at the Sector Boston command center received notification from the captain of the charter boat Keepah at 10 a.m. that the diver, a 37-year-old man, did not surface when expected.

Coast Guard crews from Station Boston, Station Point Allerton, and Air Station Cape Cod all responded and searched.

At approximately 12 p.m. divers from the Beverly Fire Department located and recovered the missing man.

He was brought unresponsive to Seaport Landing Marina in Lynn where he was transferred to awaiting emergency medical personnel.

Responding agencies included: Massachusetts State Police dive team; Boston Fire Department dive team; Beverly Fire Department dive team; Nahant Harbormaster; Nahant Police Department; and Swampscott Harbormaster.



Commercial Fishing News

FROM THE DIRECTOR OF D.E.L.A.

From the Director -

Here we are, almost Thanksgiving in the month of November and which way do we go? I apologize for not making the paper last month, it seemed that the world was just spinning way too fast and I think I lost Jon’s memo in cyberspace that it was time for my report. I don’t know if it happens to all I-phone users over the age of 50, but when I scroll down through, sometimes I delete things.....the darn phone is smarter than I am for sure!

We are looking at new Representatives, Senators and Governor in the State of Maine, so we all need to get ready and start communications right out of the gate. We congratulate everyone that won their seat and thank those that have served us so well and put their best effort into serving us. Although, I am always glad when an election is behind us, so we can get back to

the matters at hand. The only thing that is a true reality, is just about the time there is a good understanding of the job, it is time to step down and start all over again. Quite often, a lot of newcomers have no idea about some of the issues of our fishery. On the other hand, there are some newcomers that know more about our fishery than some that are stepping down, so it balances the scales in the long run. As an association, DELA is ready to start working and teaching the newcomers if they have any questions about the fishery and need a better understanding of the issues that we are now dealing with. We personally know a lot of the folks that are coming on board, so we are happy to work together.

A lot of the issues are the same, bait, whales, global warming, ropeless lobstering, rope sizes and strength, and trash in the water. Where do we begin? Most of

the concerns that we are hearing the most about is bait concerns. It would seem that if there is going to be less bait next season, that we will need to ration our bait per haul and perhaps use a viable hard bait or bait extender that is DMR approved for Maine waters. The last thing that we want is “tainted” bait that comes in from foreign countries. Trying to use these forbidden baits successfully is kind’ve like cheating on a diet, it will show eventually in the end. If we can work with our bait suppliers, they will need co-operation as well. It is going to be a tough time for everyone, bait suppliers, dealers, fishermen, even our marine supply people and boat builders. This all reminds me of a few years back when everyone was affected by changing times. At least we have been around long enough to remember and have an idea of how to deal with it. Time marches on...

technological solutions. Maine’s scallop season begins November 20, 2018 for divers and December 10, 2018 for draggers in Zone 1, in Zones 2 and 3, the season is scheduled to begin December 1, 2018 for divers and December 3 for draggers. More information can be found on the DMR website.

The Maine Outdoor Heritage Fund Grant Improves Marine Patrol Surveillance Abilities. “With a \$3,000 grant from the Maine Outdoor Heritage Fund and matching funds of \$2,339.50 from the Maine Department of Marine Resources, the Maine Marine Patrol has purchased Binoculars that will improve Officer’s ability to conduct surveillance for enforcement and search and rescue.

DELA offers our condolences to the Family of Scott Chandler of Jonesport, who was claimed by the sea on October 23, 2018. He was a great person that was loved by many.

We have good news, the former Jasper’s in Ellsworth is now the Tan Turtle and is open for business! So we have set our next meeting for Thursday, December 6<sup>th</sup> at 6:00 p.m. We welcome as many as possible, so we can start talking about the upcoming issues that we are facing and the legislature with our new comers. Your opinion and voice counts, so please come and join us! We are also open for new membership, fishermen and business owners, as well as supporting members (Friend of DELA).

Happy Thanksgiving to you, Sheila

NEWS FROM MAINE DMR

**Maine's 2018-19 Scallop Season Gets Underway Soon**  
AUGUSTA - The 2018-2019 Maine scallop season will soon start, with few changes from last season.

As in the 2017-2018 season, there will be a daily possession limit of 15 gallons of shucked scallops for Zone 1 and Zone 2, which together stretch from the New Hampshire Border to the Lubec-Campobello Bridge. There will also be a daily possession limit of 10 gallons for Zone 3 which includes Cobscook Bay and the St. Croix River.

For Zone 1, a 60-day season for draggers will begin on December 10, 2018 and end on March 28, 2019, while the Zone 1 season for divers will begin November 20, 2018 and end April 20, 2019.

For Zone 2, the 70-day season for draggers will start on December 3, 2018 and end March 28, 2019. For Zone 2, the 70-day

season for divers will run from December 1, 2018 to April 13, 2019.

In Zone 3, draggers will have a 50-day season which begins on December 3, 2018 and ends March 27, 2019. Zone 3 divers will also have a 50-day season which starts on December 1, 2018 and ends March 28, 2019.

Areas in Zones 1 and 3 are again designated as Limited Access Areas, meaning harvesting in those areas will be limited to fewer days a week than in other areas to allow the resource to re-build. In Zone 1, those areas include Casco Bay, the Sheepscot River, the Damariscotta River, Muscle Ridge near South Thomaston, and Western Penobscot Bay Area. In Zone 3, the Limited Access Areas include Whiting/Dennys Bays.

In Zone 2, rotational management,  
**Continued on Page 21.**

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( ) Lobsterman – age 70 & over (\$50)

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\*Downeast Lobstermen's Association is a qualified tax exempt organization under section 501 ( c ) (6) of the Internal Revenue Code



Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 1.

sis by the Atlantic Herring Technical Committee found that while the current spawning closure system was significantly improved under Amendment 3, the protocol could continue to be strengthened by considering when, and for how long, a closure is initiated. Specifically, the analysis showed, under the current protocol, spawning closures are initiated when there are approximately 25% spawners in the fishery; greater protection could be provided by initiating a closure when a lower percentage of the population is spawning and extending the closure for a longer time. As a result, the Board initiated Draft Addendum II to consider these modifications to the Gulf of Maine spawning closure protocol.

In addition, the Board initiated Draft Addendum III to consider the establishment of a spawning protection program in Area 3. This management area encompasses Georges Bank and the back side of Cape Cod. While both are recognized as important spawning areas for herring, they do not currently have protections specific to spawning. By initiating this addendum, the Board seeks to protect spawning in this region in order to promote stock rebuilding.

Finally, to support future management of the stock, the Commission’s Executive Committee allocated funds to carry out sampling of the Atlantic herring fishery. This sampling will focus on investigating spatial and temporal spawning patterns in Georges Bank and Nantucket Shoals. For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at [mware@asmfc.org](mailto:mware@asmfc.org) or 703.842.0740.

Meeting Summary

In addition to initiating addenda to strengthen spawning protections in Area 1A and establish spawning protections in Area 3 (see press release), the Board also reviewed the 2018 Benchmark Stock Assessment Peer Review Report and set specifications for the 2019 Area 1A fishery.

The Board reviewed the Peer Review Report from the 2018 Atlantic Herring Benchmark Stock Assessment. While the Board had reviewed the content of the Stock Assessment at its August 2018 meeting, the Peer Review Report had not been available at the time. After receiving the Peer Review Report, the Board approved the 2018 Stock Assessment for management use.

The Board also set specifications (i.e. quota periods) for the Area 1A fishery. Given the sub-ACL is expected to be reduced

in 2019, the Board decided to implement bi-monthly quota periods in the Area 1A fishery such that 16.4% is allocated to June, 40.1% is allocated to July/August, 34.0% is allocated to September/October, and 9.5% is allocated to November/December; the fishery will close when 92% of the period’s quota has been harvested and underages from one period may be rolled into the following period. The Board also discussed initiating an addendum to provide the Board greater flexibility in setting Area 1A specifications as, at present, the Board is limited to options contained in Amendment 3. Ultimately, the Board postponed initiating an addendum in order to provide an opportunity for the Advisory Panel to provide input and feedback on the topic.

As outlined in the Atlantic herring press release, the Board discussed the addition of spawning protections in Area 3. Given the New England Fishery Management Council is a federal partner in the management of herring, the Board agreed to write a letter requesting the Council consider herring spawning protections in its 2019 priorities.

Finally, the Board approved Joseph Jurek to the Atlantic Herring Advisory Panel.

Motions

Move to approve the 2018 Atlantic Herring Benchmark Stock Assessment and Peer Review Report for management use.

Motion by Mr. Borden, second by Mr. Kane. Motion carries without objection.

Move to initiate an Addendum to consider strengthening the spawning protections provided to Atlantic herring in the Gulf of Maine. This addendum should consider measures including, but not limited to, the closure period length and the GSI30 trigger value.

Motion made by Mr. White and seconded by Dr. Pierce. Motion carries unanimously.

Main Motion

Move to request the ASMFC Executive Committee direct funds to initiate a research program for increased sampling to support herring spawning protections in the northwest corner of Georges Bank and Nantucket Shoals – protection through a 2020 ASMFC addendum to the ASMFC Sea Herring Management Plan. The Board recognizes the need for increased sampling in these regions in order to inform management and protection. Recognizing the New England Fishery Management Council as a federal partner in the management of Atlantic herring, the Board requests the Council consider herring spawning protection in its 2019 priorities.

Motion made by Dr. Pierce and seconded by Sen. Watters. Motion substituted.

Motion to Substitute

Move to substitute to request the ASMFC Executive Committee direct funds for increased spawning sampling in Georges Bank and Nantucket Shoals. The Board initiates an addendum to develop a herring spawning protection program in Area 3. Recognizing the New England Fishery Management Council as a federal partner in the management of Atlantic herring, the Board requests the Council consider herring spawning protection in its 2019 priorities.

Motion made by Mr. Grout and seconded by Mr. Train. Motion carries with one abstention.

Main Motion as Substituted

Move to request the ASMFC Executive Committee direct funds for increased spawning sampling in Georges Bank and Nantucket Shoals. The Board initiates an addendum to develop a herring spawning protection program in Area 3. Recognizing the New England Fishery Management Council as a federal partner in the management of Atlantic herring, the Board requests the Council consider herring spawning protection in its 2019 priorities.

Motion carries with one abstention.

Move to allocate the 2019 Area 1A sub-ACL bimonthly in a manner consistent with the options in Table 5 in Section 4.2.3.2 of Amendment 3 that is labeled “No Landings Prior to June 1 (with June as a one-month period)” resulting in the following distribution: **Period 1 (June) - 16.4%; Period 2 (July/August) - 40.1%; Period 3 (Sept/Oct) - 34.0%; Period 4 (Nov/Dec) - 9.5%.**

The fishery will close when 92% of the seasonal period’s quota has been harvested and any underages from one period may be rolled into the following period.

Motion made by Mr. Grout and seconded by Mr. Keliher. Motion carries (Roll Call: In favor - ME, NH, RI, CT, NY; Opposed - MA, NJ; Abstention - NEFMC, NMFS).

Move to approve Joseph Jurek (MA) to the Atlantic Herring Advisory Panel.

Motion made by Dr. Pierce and seconded by Mr. Ballou. Motion carries without objection.

Move to initiate an Addendum which considers providing the Atlantic Herring Board greater flexibility to set annual quota period specifications for the Area 1A fishery. This issue can be included in the addendum initiated regarding the Gulf of Maine herring spawning protections, or it can be a separate document.

Motion made by Mr. White and seconded by Mr. Train. Motion amended with final vote postponed.

Main Motion

Move to amend to include to task the PDT to expand the quota period options to increase flexibility when distributing Area 1A herring quota. During years in which

sub-ACLs are lower, it may be prudent to concentrate harvest during the months of July through September. However, in years of higher sub-ACLs, choose options that would allow for an expansion of harvest to meet the needs of the market.

Motion made by Mr. Keliher and seconded by Mr. White. Motion carries (4 in favor, 3 opposed, 2 abstentions).

Main Motion as Amended

Move to initiate an Addendum which considers providing the Atlantic Herring Board greater flexibility to set annual quota period specifications for the Area 1A fishery. This issue can be included in the addendum initiated regarding the Gulf of Maine herring spawning protections, or it can be a separate document. Task the PDT to expand the quota period options to increase flexibility when distributing Area 1A herring quota. During years in which sub-ACLs are lower, it may be prudent to concentrate harvest during the months of July through September. However, in years of higher sub-ACLs, choose options that would allow for an expansion of harvest to meet the needs of the market.

Motion postponed.

Move to postpone the motion until the AP can be convened to discuss options for greater flexibility for Area 1A allocations.

Motion made by Mr. Nowalsky and seconded by Mr. Hasbrouck. Motion carries (7 in favor, 2 opposed)


ASMFC Coastal Sharks Board Approves Addendum V

The Atlantic States Marine Fisheries Commission’s Coastal Sharks Management Board approved Addendum V to the Interstate Fishery Management Plan (FMP) for Atlantic Coastal Sharks. The Addendum allows the Board to respond to changes in the stock status of coastal shark populations and adjust regulations through Board action rather than an addendum, ensuring greater consistency between state and federal shark regulations.

Previously, the FMP only allowed for commercial quotas, possession limits, and season dates to be set annually through specifications. All other changes to commercial or recreational management could only be accomplished through an addendum or emergency action. In instances when addenda were initiated, the timing of when the addenda were completed and state implementation resulted in inconsistencies between state and federal shark regulations, particularly when NOAA Fisheries adopted changes through interim emergency rules.

Moving forward, Addendum V will allow the Board to change a suite of commercial and recreational measures, such as recreational size and possession limits, season length, and area closures (recreational and commercial) in addition to the current specifications for just the commercial

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fishery, throughout the year when needed. Under this provision, if the Board chooses to adjust measures through Board action, the public will be able to provide comment prior to Board meetings, as well as at Board meetings at the discretion of the Board Chair. Additionally, the Board can still implement changes in shark regulations through an addendum.

In addition, the Board considered proposed federal 2019 Atlantic shark specifications. Similar to recent years, NOAA Fisheries is proposing a January 1 open date for all shark management groups, with an initial 25 shark possession limit for large coastal and hammerhead management groups, with the possibility of in-season adjustments. The Board will set the 2019 coastal shark specifications via an email vote after the final rule is published later this fall.

Addendum V will be available on the Commission's website ([www.asmfc.org](http://www.asmfc.org)) on the Coastal Sharks webpage by the end of October. For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootesmurdy@asmfc.org](mailto:krootesmurdy@asmfc.org) or 703.842.0740.

### ASMFC Spiny Dogfish Board Sets Quotas for 2019-2021 Fishing Seasons

The Atlantic States Marine Fisheries Commission's Spiny Dogfish Management Board approved the following coast-wide commercial quotas for the 2019-2021 fishing seasons (May 1-April 30): 20,522,832 pounds for 2019/2020; 23,194,835 pounds for 202/2021, and 27,421,096 pounds for 2021/2022 (state-specific allocations are provided in table below). The quotas are consistent with the measures recommended to NOAA Fisheries by the Mid-Atlantic Fishery Management Council. The Board also established a 6,000 pound commercial trip limit for the northern region states of Maine through Connecticut, while New York through North Carolina have the ability to set state-specific trip limits based on the needs of their fisheries. The Commission's actions are final and apply to state waters (0-3 miles from shore). The Mid-Atlantic and New England Fishery Management Councils will forward their recommendations for federal waters (3 -200 miles from shore) to NOAA Fisheries Greater Atlantic Regional Fisheries Administrator for final approval.

The quotas are based on the 2018 Stock

Assessment Update, which indicates that while the population is not overfished and overfishing is not occurring, biomass has declined, requiring an approximate 46% reduction in the 2019-2020 quota to ensure that overfishing does not occur. The next benchmark stock assessment is currently scheduled for completion in 2021.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootesmurdy@asmfc.org](mailto:krootesmurdy@asmfc.org) or 703.842.0740.

### States Schedule Public Hearings on Draft Addenda XXXI and XXXII

*Management Board Seeks Input on Options for Summer Flounder, Scup and Black Sea Bass Management*

Atlantic states from Massachusetts through Virginia have scheduled hearings to gather public comment on Draft Addenda XXXI and XXXII to the Summer Flounder, Scup and Black Sea Bass Fishery Management Plan (FMP). The details of those hearings follow:

#### Massachusetts Division of Marine Fisheries

November 28, 2018 at 6 PM  
Bourne Community Center, Room 2  
239 Main Street  
Buzzards Bay, Massachusetts  
Contact: **Nichola Meserve** at 617.626.1531

#### Rhode Island Division of Fish & Wildlife

November 7, 2018 at 6 PM  
University of Rhode Island Narragansett Bay Campus Corless Auditorium  
South Ferry Road  
Narragansett, Rhode Island  
Contact: **Robert Ballou** at 401.222.4700 ext. 4420

The Atlantic States Marine Fisheries Commission's Summer Flounder, Scup and Black Sea Bass Management Board approved Draft Addendum XXXI for public comment at the Joint Commission/Mid-Atlantic Fishery Management Council meeting in Virginia Beach, VA in August 2018, and approved Draft Addendum XXXII yesterday at the Commission's Annual Meeting in New York City.

Draft Addendum XXXI

Draft Addendum XXXI and the Council's complementary framework consider adding the following management options

to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan.

1. Conservation equivalency for the recreational black sea bass fishery
2. Conservation equivalency rollover for summer flounder
3. Transit provisions for Block Island Sound for recreational and/or commercial fisheries for all three species
4. Slot limits (not currently a management option in the Council's FMP)

The Draft Addendum aims to increase the suite of tools available for managing summer flounder, scup and black sea bass, as well as reduce inconsistencies between state and federal regulations. This action does not consider implementing black sea bass conservation equivalency or slot limits for any of the three species in 2019. Rather, the options would update the FMPs to allow these management tools to be used in future years.

Draft Addendum XXXII

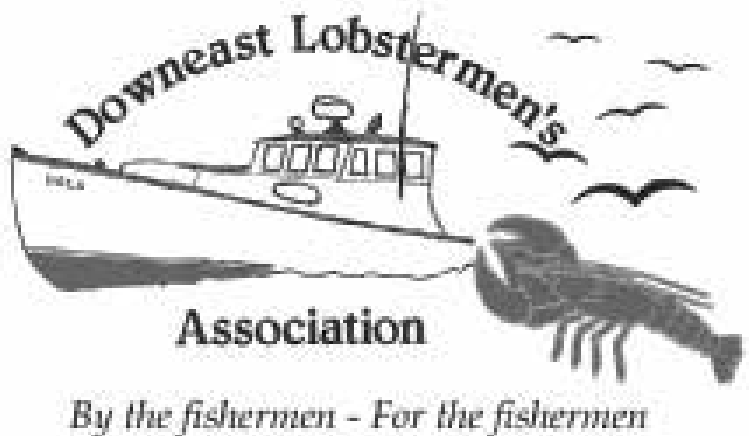
Draft Addendum XXXII was initiated to establish new recreational management programs for summer flounder and black sea bass, as the current addenda under which the two fisheries are currently managed (Addenda XXVIII and XXX, respectively) expire at the end of 2018. The Draft Addendum proposes two options for each recreational

fishery: (1) coastwide management (the default program for both species under the FMP), or conservation equivalency for summer flounder; and (2) setting measures through a specifications process.

The Draft Addendum seeks to address several challenges with the recreational management of summer flounder and black sea bass. Since the adoption of the FMP, shifts in abundance, distribution, and behavior of these two species have created challenges in constraining harvest to the coastwide recreational harvest limit (RHL) while providing fair and equitable access to fishermen throughout the species' ranges. In addition, the use of highly variable and inherently delayed annual harvest estimates to establish management measures for the subsequent year has led to regulatory instability, regulatory disparities, and frustration on the part of stakeholders.

Setting measures through specifications would be a procedural change, allowing regional management to reflect the current condition and distribution of the stocks and fisheries, and enabling measures to be established based on more complete harvest data rather than preliminary projections. This process would eliminate the need for measures to be established through addenda;

**Continued Page 20.**



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# Boat And Ship Yard News



At Maine Yacht Center they have just completed outfitting the Class 40 '102'.

Maine Yacht Center in Portland has had a very busy summer and fall. Brian Harris, who heads the yard, said, “We had several large projects here for service and refit work in preparations for boats going south. We had 100 foot sloop here for the majority of the summer, getting work on to go south. Mostly systems related and generator work; electronics, mast wiring, rigging work, just a wide variety of items. We had an 80 foot sloop in for the majority of the fall. Again, mostly systems related and deck hardware

work. That boat is also getting ready to go south next week (end of October). Some of the most interesting work they do is on the Class 40 racers. “We got PRIVATEER 109 here, which is a Bruce Farr design built by Cookson in New Zealand, which has been here all fall for refit. That included new batteries, new solar panels, new hydro-generators, mast modifications and bottom job. That boat is going in the water next week to go south. Brian added, “We have been really



At Padebco Boat in Round Pond this AJ 28 is getting ready for her annual maintenance.

busy, unusually busy, with boats in preparation for going south. Which is stuff we don't normally do. I think there's just so many boats that are moving around now that there's more work to go around. We haven't done anything to seek it out or anything like that.” I believe it is related to their reputation as one of the pre-eminent yards on the coast, especially related to sailboats, cruisers and racers.

While they were in the middle of getting these boats finished up so they could head south, they were also in the middle of hauling their storage customers. They are full, even the lot they leased to the west of them near the B&M Baked Bean plant. At the end of October they had about 75 percent of the boats hauled up.

As for work this winter, they have 58 foot fiberglass Alden Challenger ketch, built by Hodgdon. That is in for a cosmetic refit, plus paint and varnish, new charging system and batteries. Then they have a Sabre 42 sailboat that wants to get optimized for the Bermuda Race, so they are bringing that boat up to some performance standards. This includes a repower. They also have a 46-foot sailboat that needs a bottom job and paint this winter. A Hinckley 48 is in and she needs a paint job.

Brian is making sure that he does not take on too much extra winter work. As he said, “Take on too much of these 1000 hour service refit projects and all the sudden you don't have enough available labor resources

to service your storage customers. I'd rather turn away one refit job and make 100 storage customers happy than the opposite.”

Damage Shipyard in South Bristol is getting busier and busier. Mike Tatro added, “We have got a couple big rigging refits, both on Aldens. We have got a woodworking refit in the pilothouse on a Norther Bay 36.

Like all the yards on the coast, they were right in the middle of hauling season. Mike said, “We are up on the sailboats. We picked up an Alden 54, there was only a couple of those built, and she is potentially a repower, new genset, big rigging job.

Awlgrip will be busy again this winter with a number of mid-sized projects, 25 to 35 feet.

They have also been converting shipping containers into usable structures. These are small, 16 or 19 feet x 8 feet. They converted one into a kiosk, and another into a private closet for a person who flies coast to coast all the time. Right now they are doing one for Rwanda Coffee Bean, which is a full service coffee shop; and some work containers for a couple different organizations that want on site work containers. Mike added, “We just take containers and change them to be whatever the client wants. It looks like we are going to do one for Starbucks and another for Helly Hansen with a fold down front so it's a show booth. It's portable so they can take it to shows and they just open it up and they are ready to go.

They also recently hired on another diesel tech, who started the end of October. Mike said it was not easy to find him, but he was more than happy he did as he has the work to keep him busy. One boat that he will be working on the launch at Sebasco Estates, named RUTH. She is an old T-boat, probably around 85 years old. They will be rebuilding her Ford Lehman and then adding new tankage, new glass, and a few other things.

Padebco Boat Yard and Custom Boatbuilders in Round Pond was in the midst of hauling boat and getting ready for a winter and spring's worth of work.

For new construction, they are expecting to build two Padebco 23s this year.

As for other work, they have a 33 foot Wasque that they are doing a full renovation on. They have a Marshall 24 that is going to be engine out and refurbishing that engine. They have a Padebco 32 that is going to be two engines out, replace fuel tanks and put engines back in. Probably the biggest project this winter is on a Padebco 27. This was a project that was supposed to be done last year, but they could not get ahold of two 200 hp Yamahas in time to do it. She currently is powered with Yanmar diesel to Hamilton Jet Drives. That power plant is coming out and they are putting an extension on and then

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This Newman 46 was totally reburbished by Finestkind Boat Yard in Harpswell this summer. installing twin Yamaha 200s with Seastars Optimist 360 joystick docking control system. They were able to do the electronics last year so she has got a 22-inch screen for the chartplotter/radar overlay and they will be adding to that system this year. They have got a 38 foot ketch that went aground over in Camden. The owner did not realize how bad, but did complain about their bilge pump working overtime. They yard convinced them to haul the boat even though it cut their vacation short and discovered that they were going to need to replace the keel, because it was set back about ½-inch. They also know that there will be additional work making repairs to the internal structure of the hull. They have a 26 Pearson, which when they lifted the boat up this year to launch her the keel moved. So she was put back in the yard and this winter they will remove the keel and see about making her solid again.

A 26-foot powerboat has arrived, which they will be finishing off. Leon McCorkle, owner of the yard, said, “I am going to be optimistic and say the boat is 70 percent complete. So, we probably have two or three months of work to put her together.

In their shop down on the shore, they have a 36 foot Tiara, which in the past re-powered with twin diesels and then made it into an express cruiser with a flybridge. This winter they will be going through the engines and drivetrain because he went aground and it is not quite right. They have gone through the entire drivetrain and the engines. The engines are getting detailed, some repairs done, and then set back in. Then they are stripping the bottom, putting Epoxy barrier coat on then repainting.

They just finished up refurbishing a Doughdish and for the same owner they re-did a Rozinante. Leon added, “He is a bit of a Herreshoff guy. He brought the Rozinante in and we were brokering it. It was a bit rough, lovingly neglected, and it lost its charm, but I convinced him to put a little money into it, paint the topsides, paint the decks, redo the varnish and she would sell easier. He came in to see it and fell in love with it all over again. So, he's decided to keep it.”

Last year they began making changes to their storage and work space up on Route 32. Last year they took their cold storage building with a dirt floor and no insulation and put in concrete floor with radiant heat, full insulation and LED lighting. This gave them 5000 square feet of indoor heated space and doubles as a work bay. Then over last winter they built a 10,000 square foot building, which was married to their other storage building on the site. When this is all done the building will be 15,000 square feet. She is not yet finished, but they do have the insulation up and so they are using it for cold storage. However, next season they will put in a cement floor with radiant heat and put on the doors. They have room for another two storage buildings and they will go up as the need arrives. Right now they are growing by 15 or 20 boats a year so it will not be long before the need is there.

To get all the storage boats ready for next season, they will move boats in and out of the heated bay and by spring a majority will be ready for the water.

Hutchinson Composites in Cushing completed a Mussel Ridge 46 for John

**Continued on Page 22.**




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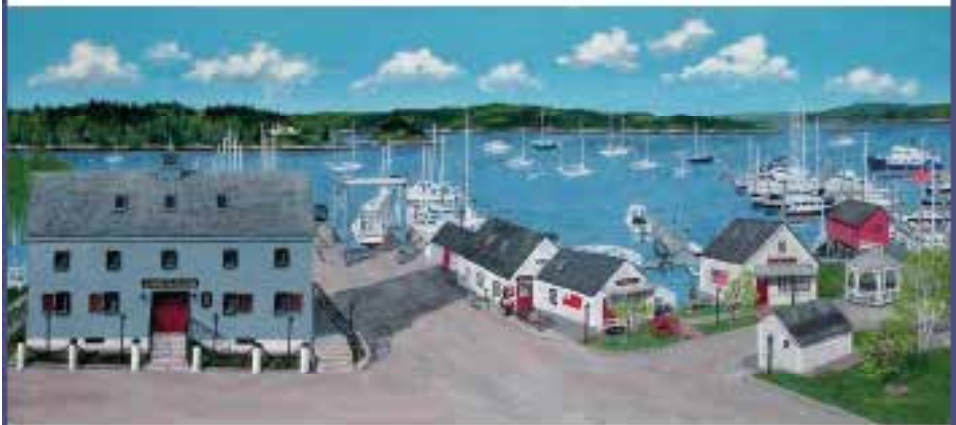
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# U. S. NAVY NEWS

**Continued from Page 10.**

that comprised the U.S. when Constitution launched in 1797 and one in honor of the ship’s birthday.

“Getting the opportunity to celebrate USS Constitution’s 221st birthday while underway is a once in a lifetime experience,” said Madison C. Manley, guest from Paragould, Arkansas. “Being a big fan of history, I feel incredibly fortunate to have been aboard the oldest commissioned warship afloat.”

“This underway crosses another successful sailing season for Constitution,” added Shick, “for which I am extremely proud of the dedication and professionalism my crew exhibited in achieving our goals of increased community engagement and education as the America’s Ship of State.”

The ship returned to her berthing Pier 1, of the Charlestown Navy Yard, at 1 p.m.

USS *Constitution*, America’s Ship of State, actively defended sea lanes against global threats from 1797-1855. The world’s oldest commissioned warship afloat, *Constitution* embodies 221 years of maritime heritage and unwavering service to her country. Now a featured destination on Boston’s Freedom Trail, *Constitution* and its crew of active-duty Sailors offer community outreach and education about the ship’s history and the importance of naval sea power to more than 500,000 visitors each year. *Con-*

*stitution* is berthed at Pier 1 in Charlestown Navy Yard.

**Sea Science: Navy Task Force Promotes Increased Knowledge of Ocean Environment**

From Office of Naval Research Public Affairs

ARLINGTON, Va. (NNS) -- In a keynote speech to attendees of the 2018 Oceans Conference—held last week in Charleston, South Carolina—Chief of Naval Research Rear Adm. David Hahn discussed the goals of the U.S. Navy’s Task Force Ocean, a signature program of Chief of Naval Operations Adm. John Richardson. TFO is designed to reinvigorate the Navy’s commitment to ocean sciences, advancing its tactical advantage through a better knowledge of the ocean environment and its impact on sensors, weapons and operations.

Hahn, who leads the Office of Naval Research (ONR) and serves as the director of TFO, began his comments by highlighting the critical role of ocean commerce to global prosperity, and the need to provide order and security to that commerce for the good of the nation and the world.

“Fundamentally, that is the role of your Navy—it’s what we do every day,” Hahn said.

He pointed out, however, that in this era of increasing “great power competition,” the Navy needs to maintain an advantage, and

the time to prepare for that is now. Hahn quoted James Forrestal, appointed the first Secretary of Defense in 1947, who said in a Congressional testimony, “The tempo of modern war has reached the point where this Nation will probably never again have the opportunity to arm itself successfully after the start of hostilities.”

That message bolstered the one given at a Tactical Oceanography Symposium held a week earlier at the Undersea Warfighting Development Center in San Diego. Hahn highlighted the importance of furthering ties between the Navy, academia and industry.

“The Navy needs your help,” he told attendees at the three-day symposium, the first in a series designed to highlight Navy ocean science issues. “We need a committed partnership between government, academia and industry to ensure the U.S. remains the world leader in ocean science, especially Navy-relevant science. Our competitors are gaining on us.”

“Our decades-long competitive advantage in the undersea domain is eroding. This is not a Navy problem—it is our nation’s problem,” said Oceanographer of the Navy Rear Adm. John Okon during a presentation at the symposium. “As Task Force Ocean continues to evolve, we must remain focused on advancing ocean science and uniting our nation’s intellectual capital to increase our competitive advantage.”

A recent report prepared by the Consortium for Ocean Leadership, an umbrella organization that includes over 100 public and private ocean research organizations, highlights the mounting pressure on the Navy’s advantage over global competitors.

To accelerate the recovery of that advantage in these critical areas, Hahn announced that ONR will increase research and sponsor an additional 50 graduate students and 50 post-doctorates under TFO, primarily in the areas of physical oceanography and acoustics, in addition to ONR’s ongoing support for academia.

According to Dr. Tom Drake, director of ONR’s Ocean Battlespace Sensing Department, “ONR will revitalize the “Scientist-to-Sea” program, which provides opportunities for selected scientists and engineers to visit submarines and submarine training facilities, undersea warfighting training centers, Navy laboratories and engineering centers to better understand the needs and priorities of the Navy.”

The Navy’s commitment to revitalize its ocean science efforts will have very positive benefits to the national ocean science program, as well as the Navy. “This is a most welcome turn of events for Navy oceanographic research,” said Prof. Arthur

Baggeroer, the Secretary of the Navy and Chief of Naval Operations Chair for Ocean Science at the Massachusetts Institute of Technology.

**Naval Submarine Base Kings Bay Holds 30th Submarine Veterans of World War II Memorial**

From Commander, Submarine Group 10 Public Affairs

KINGS BAY, Ga. (NNS) -- Naval Submarine Base Kings Bay held a ceremony in honor of World War II Submarine Veterans, Nov. 2.

This is the 30th year the base has hosted the ceremony honoring submarine veterans.

“This ceremony is important because these submarines laid the foundation of our modern submarine force,” said Electrician’s Mate 1st Class Kegan Ciampini, a Sailor assigned to the Ohio-class ballistic-missile submarine USS Maryland (SSBN 738), homeported in Kings Bay. “We owe our submarine force to these veterans for what we are today.”

In addition to the more than 500 submarine veterans and family members in attendance, there were also 13 World War II veterans in the audience.

“This is the largest crowd we’ve ever had,” said Command Master Chief Alan Propes, the command master chief of Naval Submarine Base Kings Bay.

The keynote speaker was retired Vice Adm. Albert Konetzni, who retired from the U.S. Navy Submarine Force in 2004 after 38 years of service. Konetzni expressed his gratitude for the veterans in the crowd and the importance of having this ceremony on an active submarine base.

“The nation owes a great deal of gratitude toward the submarine force,” said Konetzni. “You operated in uncharted waters and hazardous conditions. By having the ceremony here, you get to see Sailors that are currently serving today. Our current force is made of American inventiveness. It continues to reinvent itself and you, in World War II, started that tradition.”

The ceremony included the ringing of two bells for the 65 submarines that have been lost at sea and are now on “eternal patrol.”

“A total of 52 submarines were lost during World War II to protect and preserve the freedom of this fine country,” said Capt. Wayne Wall, commanding officer of Training Trident Facility. “It has been more than 50 years since the last submarine was lost, but the veterans and Sailors here pay tribute to those lost and keep their memory alive.”

William W. Seaward Jr. was one of the World War II submarine veterans in atten-

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Respectfully, Gene Fletcher, EOC USN-RET  
Contacts: Gene Fletcher (207) 546-0762 and Tami Anne (207) 598-8133



# U. S. NAVY NEWS

dance and served in the submarine force from 1943-47 and 1950-51.

“This is my first trip to Kings Bay for an event like this,” said Seaward, from York, Maine. “I’ve been to dozens of these events, but Kings Bay was the greatest I’ve ever attended. I love the Navy, and I love to see the amazing support from the submarine community.”

Executive Director of the St. Marys Submarine Museum, Keith Post, is the lead coordinator of the four-day event. Post was a submariner and joined the Navy in 1981 and retired in 2003.

“This is a Team Kings Bay show,” said Post. “It takes a lot of planning and moving parts, but honoring our submarine veterans is the right thing to do.”

“It is important to show these veterans how much we appreciate what they have done not only our nation, but the world,” he said. “It’s important that we never forget and share with our Sailors that true history. We have the ceremony on the base so our Sailors currently serving can listen to these veterans and hear their sea stories and help them remember and reconnect. These war heroes have changed the course of history.”

Naval Submarine Base Kings Bay is home to five Ohio-class ballistic-missile submarines and two Ohio-class guided missile submarines.

## Future USS Sioux City to arrive in Annapolis for Commissioning

From PEO USC Public Affairs  
WASHINGTON (NNS) -- The future USS Sioux City (LCS 11) will arrive in Annapolis, Maryland, Nov. 12, in advance of the ship’s commissioning ceremony.

The Freedom-variant littoral combat ship (LCS), the first ship named after the fourth-largest city in Iowa, Sioux City, will be commissioned at the U.S. Naval Academy, Nov. 17.

The ship’s sponsor is Mary Winnefeld, the wife of the former vice chairman of the Joint Chiefs of Staff, Adm. James “Sandy” Winnefeld.

LCS is a modular, reconfigurable ship designed to meet validated fleet requirements for surface warfare, anti-submarine warfare and mine countermeasures missions in the littoral region. A mission package is embarked on each LCS that provides the primary mission systems in one of these warfare areas. Using an open architecture design, modular weapons, sensor systems and a variety of manned and unmanned vehicles to gain, sustain and exploit littoral maritime supremacy, LCS provides U.S. joint force access to critical theaters.

The future USS Sioux City has been conducting regularly scheduled port visits. After conducting a visit to Montreal, Canada, Hurricane Oscar-related inclement weather delayed the ship’s departure. Due to this delay, the ship will proceed directly to Annapolis bypassing two previously planned port visits.

## National Naval Aviation Museum Honors Nimitz

By Mass Communication Specialist 3rd Class Cole Schroeder,  
NAVAL AIR STATION PENSACOLA, Fla. (NNS) -- The National Naval Aviation Museum at Naval Air Station-Pensacola unveiled a nearly 9,000 square foot scale replica exhibit of the aircraft carrier USS Nimitz’s (CVN 68) flight deck, Oct. 31.

The museum’s theater ticket counter was built to look like Nimitz’s island, and the flight deck is the second phase of the museum’s Nimitz project.

For the man in command of the ceremony, the Nimitz flight deck and having

the towering 68 at his back was familiar territory.

“I’ve had the opportunity to deploy with her on three separate occasions,” said retired Navy Capt. Sterling Gillam, director, National Naval Aviation Museum. “My first arrested landing as a young aviator was on Nimitz. She is the oldest carrier in our fleet and in my opinion the most capable.”

This exhibit is Gillam’s way of sharing a story in an interactive way. The exhibit gives viewers a chance to not only learn the history of Nimitz, but to see, touch and feel it.

“Our job here at the National Naval Aviation Museum is to tell the story of our rich, 107-year legacy of Naval aviation,” said Gillam. “That history is not static. Right now, men and women are flying off aircraft carriers around the world. These are Nimitz class carriers.”

There were many moving parts that brought this project, as well as the ceremony, together.

“The museum is a part of history,” said George Taylor, project manager. “The guys that worked with us to get the flooring in place, brought their families out. They were proud that they were a part of history.”

“This new display is designed to get our visitors in the frame of mind of what they’re going to experience throughout the museum,” said retired Marine Corps. Lt. Gen. Duane Thiessen, president and CEO



The second Zumwalt destroyer heading down the Kennebec River from Bath Iron Works on 9 November.

of the Naval Aviation Museum Foundation. “They’re going to step on to a facsimile of a Nimitz class carrier. This is today. This is the Navy today. It’s deployed today. It’s operational today. These visitors are then going to go off of this carrier, through the museum, and they’re going to then learn and understand how they got to that point.”

Thiessen talked about the unveiling event as being the first of many experiences for those visiting the museum in the future.

“You come here, you’re going to get an experience,” said Thiessen. “You don’t just learn something, you get to touch it, you get

to understand it, and you get to experience it.”

Although Nimitz will one day reach its life span and be replaced, its history and legacy will live on at the National Naval Aviation Museum.

Gillam may never again have the opportunity to launch from a flight deck or feel the jet’s tailhook catch the arresting gear wire. However, his contribution, and that of thousands of others who have served on board Nimitz, will be preserved as part of the Nimitz legacy.

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

**Continued from Page 13.**

instead, the Board would approve measures in the late winter or early spring each year, based on technical committee analysis of harvest estimates and other information on resource availability. Public input on specifications would be gathered by states through their individual public comment processes. For each species, the Draft Addendum also includes proposed standards and guiding principles to structure how measures are set in order to provide fair and equitable access to the resource, and increase regulatory stability.

Interested groups are encouraged to provide input on Draft Addenda XXXI and XXXII either by attending state public hearings or providing written comment. Draft Addenda are available at [http://www.asmfc.org/files/PublicInput/SF\\_Scup\\_BSB\\_DraftAddendumXXXI\\_PublicComment\\_Oct2018.pdf](http://www.asmfc.org/files/PublicInput/SF_Scup_BSB_DraftAddendumXXXI_PublicComment_Oct2018.pdf) and [http://www.asmfc.org/files/PublicInput/SF\\_BSB\\_DraftAddendumXXXII\\_PublicComment\\_Oct2018.pdf](http://www.asmfc.org/files/PublicInput/SF_BSB_DraftAddendumXXXII_PublicComment_Oct2018.pdf). They can also be accessed on the Commission website

([www.asmfc.org](http://www.asmfc.org)) under Public Input. Public comment will be accepted until 5:00 PM (EST) on **November 28, 2018** and should be forwarded to Caitlin Starks, Fishery Management Plan Coordinator, 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; 703.842.0741 (fax) or at [comments@asmfc.org](mailto:comments@asmfc.org) (Subject line: Draft Addendum XXXI and XXXII Comment).

**States Schedule Public Hearings on Draft Addenda XXXI and XXXII**

*Management Board Seeks Input on Options for Summer Flounder, Scup and Black Sea Bass Management*

Atlantic states from Massachusetts through Virginia have scheduled hearings to gather public comment on Draft Addenda XXXI and XXXII to the Summer Flounder, Scup and Black Sea Bass Fishery Management Plan (FMP). The details of those hearings follow:

**Massachusetts Division of Marine Fisheries**

*November 28, 2018 at 6 PM*  
Bourne Community Center, Room 2

239 Main Street  
Buzzards Bay, Massachusetts  
Contact: **Nichola Meserve** at 617.626.1531

**Rhode Island Division of Fish & Wildlife**  
*November 7, 2018 at 6 PM*

University of Rhode Island Narragansett Bay Campus Corless Auditorium  
South Ferry Road  
Narragansett, Rhode Island  
Contact: **Robert Ballou** at 401.222.4700 ext. 4420

The Atlantic States Marine Fisheries Commission's Summer Flounder, Scup and Black Sea Bass Management Board approved Draft Addendum XXXI for public comment at the Joint Commission/Mid-Atlantic Fishery Management Council meeting in Virginia Beach, VA in August 2018, and approved Draft Addendum XXXII yesterday at the Commission's Annual Meeting in New York City.

Draft Addendum XXXI and the Council's complementary framework consider adding the following management options to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan.

1. Conservation equivalency for the recreational black sea bass fishery
2. Conservation equivalency rollover for summer flounder
3. Transit provisions for Block Island Sound for recreational and/or commercial fisheries for all three species
4. Slot limits (not currently a management option in the Council's FMP)

The Draft Addendum aims to increase the suite of tools available for managing summer flounder, scup and black sea bass, as well as reduce inconsistencies between state and federal regulations. This action does not consider implementing black sea bass conservation equivalency or slot limits for any of the three species in 2019. Rather, the options would update the FMPs to allow these management tools to be used in future years.

**Draft Addendum XXXII**

Draft Addendum XXXII was initiated to establish new recreational management programs for summer flounder and black sea bass, as the current addenda under which the two fisheries are currently managed (Addenda XXVIII and XXX, respectively) expire at the end of 2018. The Draft Addendum proposes two options for each recreational fishery: (1) coastwide management (the default program for both species under the FMP), or conservation equivalency for summer flounder; and (2) setting measures through a specifications process.

The Draft Addendum seeks to address several challenges with the recreational management of summer flounder and black sea bass. Since the adoption of the FMP, shifts in abundance, distribution, and behavior of these two species have created challenges in constraining harvest to the coastwide recreational harvest limit (RHL) while providing fair and equitable access to fishermen throughout the species' ranges. In addition, the use of highly variable and inherently delayed annual harvest estimates to establish management measures for the subsequent year has led to regulatory instability, regulatory disparities, and frustration on the part of stakeholders.

Setting measures through specifications would be a procedural change, allowing regional management to reflect the current condition and distribution of the stocks and fisheries, and enabling measures to be established based on more complete harvest data rather than preliminary projections.

This process would eliminate the need for measures to be established through addenda; instead, the Board would approve measures in the late winter or early spring each year, based on technical committee analysis of harvest estimates and other information on resource availability. Public input on specifications would be gathered by states through their individual public comment processes. For each species, the Draft Addendum also includes proposed standards and guiding principles to structure how measures are set in order to provide fair and equitable access to the resource, and increase regulatory stability.

Interested groups are encouraged to provide input on Draft Addenda XXXI and XXXII either by attending state public hearings or providing written comment. Draft Addenda are available at [http://www.asmfc.org/files/PublicInput/SF\\_Scup\\_BSB\\_DraftAddendumXXXI\\_PublicComment\\_Oct2018.pdf](http://www.asmfc.org/files/PublicInput/SF_Scup_BSB_DraftAddendumXXXI_PublicComment_Oct2018.pdf) and [http://www.asmfc.org/files/PublicInput/SF\\_BSB\\_DraftAddendumXXXII\\_PublicComment\\_Oct2018.pdf](http://www.asmfc.org/files/PublicInput/SF_BSB_DraftAddendumXXXII_PublicComment_Oct2018.pdf). They can also be accessed on the Commission website ([www.asmfc.org](http://www.asmfc.org)) under Public Input. Public comment will be accepted until 5:00 PM (EST) on November 29, 2018 and should be forwarded to Caitlin Starks, Fishery Management Plan Coordinator, 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; 703.842.0741 (fax) or at [comments@asmfc.org](mailto:comments@asmfc.org) (Subject line: Draft Addendum XXXI and XXXII Comment).

**American Lobster Benchmark Stock Assessment Workshop Scheduled for January 28-31, in New Bedford, MA**

ARLINGTON, VA – The Atlantic States Marine Fisheries Commission will hold the American Lobster Benchmark Stock Assessment Workshop at the Massachusetts Division of Marine Fisheries, 836 South Rodney French Boulevard, New Bedford, MA. The stock assessment, which is scheduled for completion in the summer of 2020, will evaluate the health of the Gulf of Maine/Georges Bank and Southern New England stocks and inform management of this species. The Commission's stock assessment process and meetings are open to the public, with the exception of discussions of confidential data\*, when the public will be asked to leave the room.

The Commission welcomes the submission of alternate assessment models. For alternate models to be considered, the model description, model input, final model estimates, and complete source code must be provided to Jeff Kipp, Senior Stock Assessment Scientist, at [jkipp@asmfc.org](mailto:jkipp@asmfc.org) by December 28, 2018. Any models submitted without complete, editable source code and input files will not be considered.

For more information about the assessment or attending the upcoming workshop (space will be limited), please contact Megan Ware, Fishery Management Plan Coordinator, at [mware@asmfc.org](mailto:mware@asmfc.org) or 703.842.0740.

\* Each state and federal agency is responsible for maintaining the confidentiality of its data and deciding who has access to its confidential data. In the case of our stock assessments and peer reviews, all analysts and, if necessary, reviewers, have been granted permission by the appropriate agency to use and view confidential data. When the assessment team needs to show and discuss these data, observers to our stock assessment process are asked to leave the room to preserve confidentiality.



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# NEWS FROM THE DEPARTMENT OF MARINE RESOURCES

## Continued from Page 11.

which is like crop rotations in agriculture, will be used to support resource rebuilding. Areas open this season in Zone 2 had been closed for the previous two seasons.

Maine state territorial waters surrounding Machias Seal Island and North Rock will be open to harvest during the entire month of January 2019 in addition to the open days in the Zone 2 calendar, providing additional opportunity for Zone 2 harvesters on days when other areas in the Zone are closed.

Targeted closures, due to resource depletion, high concentrations of seed or sub-legal scallops or the presence of spat-producing scallops will again be implemented for the entire season to support resource rebuilding. Areas closed include Lower Muscle Ridge, Eastern Casco Bay, the Upper Sheepscot River, the New Meadows River, Card Cove and Beals Island Bridge.

A provision that caps the daily per vessel limit of diver-harvested scallops has also been removed. The daily limit for divers now applies to individuals, providing more incentive for multiple divers to work from the same boat. In a winter fishery with set fishing days, having multiple divers working together improves harvester safety.

In addition, drag size restrictions for the Kittery area, Swan's Island Conservation area, and Gouldsboro Bay have been removed. Harvesters in those areas are authorized to use any drag size, provided it does not exceed the State maximum of 10 feet, six inches.

As in past seasons, areas along the coast will be closed by the Department using emergency rulemaking when 30 to 40 percent of the volume of legal sized scallops have been harvested. The 30-40 percent trigger has been shown to allow the resource to regenerate sufficiently to ensure a commercial harvest in the future.

Using information collected during the season from industry and Marine Patrol and from in-season trawl surveys, the Department can determine how much legal-size resource remains on the bottom and when to close areas.

**Scallop Dragger License Lottery Winners Announced**

The Maine Department of Marine Resources has announced the first new entrants into the scallop fishery since 2009.

The winners of a recent department lottery to apply for a license include Matthew Alley from Beals Island who holds a lobster license, Chase Fitzsimmons from Lubec who has crewed on a scallop boat, Johnathon Oliver from Deer Isle who holds a lobster license, and Frank Gott from Bar Harbor, who also holds a lobster license.

Each will be responsible for applying for a scallop dragger license within 30 days of being notified. Under a law passed during the past legislative session, the license holder must own the vessel designated on the license.

The new licenses are the result of a limited entry system mandated by the legislature and implemented through regulation that allows someone who did not hold a scallop license in the previous year to be eligible for one.

In developing the limited entry system, the Department consulted with the Scallop Advisory Council (SAC). The Council recommended that eligibility for the lottery be limited to individuals 18 years of age or older to ensure that new licenses are awarded to individuals that have a good probability of being able to use the license.

The SAC also recommended designing the lottery for drag licenses to ensure that there is opportunity for both younger (18-30 years of age) and older (31 years of age and older) fishermen.

Under the regulation, each year two individuals will be awarded eligibility for a drag license through a lottery for every three individuals who did not renew their drag license in the previous calendar year. One of the licenses issued will go to an individual over the age of 18 and under the age of 31, and one of the licenses will go to an individual 31 years of age or older.

One person will also be awarded license eligibility for every person who held a commercial dive license but did not renew their license in the previous calendar year. Since no dive licenses were retired in 2017, there were no dive licenses available in the lottery.

Of the 1,290 lottery entrants, 401 applied for the 18-30 category and 889 submitted lottery applications for the 31 years and older category.

Lottery winners were chosen at random by InforME, an enterprise created in 1997 by state law to ensure access to public information through technological solutions.

The limited entry regulation also stipulated that individuals are not eligible for the lottery if they have been convicted or adjudicated of a marine resource violation that resulted in the suspension of their license within the past seven years. To be eligible for the lottery, entrants must be 18 years of age or older, must have held a commercial scallop license or have crewed aboard a commercial scallop vessel, and must not be a current commercial scallop license holder.

Beginning in 2019, eligible lottery entrants will have the opportunity to enter the lottery one additional time for each consecutive year they have entered the lottery.

Maine's scallop fishery has rebounded since 2009, when landings were 665,758 pounds, to 6.6 million pounds harvested in 2017, the most since 1998.

Pending approval of the proposed regulation that establishes the 2018-19 season, Maine's scallop season begins November 20, 2018 for divers and December 10, 2018 for draggers in Zone 1. In Zones 2 and 3, the season is scheduled to begin December 1, 2018 for divers and December 3 for draggers.

### Maine Outdoor Heritage Fund Grant

## Improves Marine Patrol Surveillance Abilities

With a \$3,200 grant from the Maine Outdoor Heritage Fund and matching funds of \$2,339.50 from the Maine Department of Marine Resources, the Maine Marine Patrol has purchased Binoculars that will improve Officers' ability to conduct surveillance for enforcement and search and rescue.

The new 14x40 Fujinon Image Stabilization binoculars have been distributed to the Marine Patrol's fleet of large patrol vessels throughout the State, replacing previous models that had only 7x magnification.

"The enhanced magnification allows Marine Patrol Officers to survey more area in greater detail," said Marine Patrol Colonel Jon Cornish. "This is especially important as more fishing activity is moving farther off-shore.

"We made the decision last year that we needed to improve our ability to conduct surveillance of a fleet that is spread out over a greater area, and to build on our search and rescue capabilities," said Colonel Cornish.

A decision was made to purchase binoculars with higher magnification. "However, because of the continual movement of patrol vessels at sea, binoculars with greater magnification alone were not seen as practical because a more magnified image becomes unstable in the view finder," said Colonel Cornish.

The stabilization technology allows images at the higher 14x magnification to remain in view as Marine Patrol Officers stand on the deck of a moving boat.

The waterproof binoculars are equipped with a durable hard plastic carrying case. The 40mm lens diameter provides superior light gathering, which is important when working in occasional low light conditions.

"We've gone from trying to identify boats that we can barely see on the horizon, to being able to see the antennas on boats before we can see the actual boat because it is still below the horizon!" said Marine Patrol Officer Matthew Wyman.

"It is common for the user of these new binoculars to point out vessels and

fishing gear from such a great distance that the remaining MPO's aboard the boat have difficulty seeing what the user is describing. These will without a doubt be a useful tool for Marine Patrol conservation cases for many years to come," said Wyman.

This project was funded in part by the Maine Outdoor Heritage Fund, in which proceeds from the sale of a dedicated instant lottery ticket are used to support outdoor recreation and natural resources conservation.

## Body Recovered from Kennebec River Identified

Richmond - The identity of the body recovered Friday, October 26 from the Kennebec River has been confirmed by the Medical Examiner's Office as that of Mark Johnston, 64 of Richmond.

Johnston's body was recovered by the Maine State Police/Marine Patrol dive team from the Kennebec River in Richmond Friday at 3:10 p.m.

The recovery occurred after an extensive search for Johnston, who was reported missing the previous night when he failed to return after moving his 32-foot recreational vessel from a mooring in Richmond to the Town Dock.

## Body of Fisherman Recovered Near Jonesport


The body of Scott Chandler, 51, of West Jonesport was recovered at 5:10 pm today by divers taking part in a search near Doyle Island, west of Hopkins Point in Jonesport.

Chandler was seen falling off his 20-foot lobster boat near the island at approximately 9:20 a.m. this morning by commercial seaweed harvesters in the area who reported the incident.

The search involved members of the Maine Marine Patrol, the Maine State Police/Marine Patrol dive team, members of the Warden Service Dive Team, US Coast Guard boats, helicopter and plane.

Chandler's body has been transported to a local funeral home.

The circumstances around how Chandler fell into the water remain under investigation.



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# ALL YOU NEED TO KNOW ABOUT PROPELLERS!

**Continued from Page 8.**

Many years ago when you took a propeller in to be reconditioned it was done with pitch blocks and a rubber mallet, but that is not how they are done today. “I can't remember when we built the first hydraulic press,” said Mark. “What has changed is how we work on them today. The advent of the computerized measuring systems, the MRI, I think the original one came out of Australia. That allows us to accurately measure and map out on a computer screen so you can see in dimensional form the dimensions of where the various sections if the propeller blade are in relation to where they are supposed to be. So it gives you an extremely accurate map so that you then can manipulate that blade to within a few thousandths of an inch of where it is supposed to be. It is kind of a blend of computerized wizardry, but there is still some blacksmithing involved. You push it this way and you push it that way and you are eyeballing it, maybe you are taking a quick measurement to see if you are close. Then you put it back on the computer to measure it and it tells you if you are close or not. That has been a massive change and a huge difference in performance. Let's say it's a 4 blade, you can have all 4 blades, for all intents and purposes, exactly the same. So every blade is taking the exact same bite of water on every revolution. Vibration comes from propeller blades that are not the same. One blade is trying to push your boat ahead 34½ inches and the other blade is trying to push your boat ahead 33 inches, which is more common than you think. Computers have allowed prop shops to really super tune props. Much more efficient, more fuel efficient, better speed, smooth, quiet, all of those things.”

“Now,” continued Mark, “speaking of computerization, the shift you are starting to see is a shift in propeller manufacturing. They are still casting. They are poured into a mold and then finished, but it used to be

you poured it into a mould and that mould was made the old fashioned way. Now, a lot more of them are still cast in a mould but the mould has been made on a five or six axis C&C machine. That mould itself is dead-accurate. It still has to be finished on the outside and then the propeller goes into another C&C machine and every surface of the blade, front, back, edges, bore, hub is finished to exact specs. The price is more or less the same as any other.”

So as fall comes to end, and you have hauled your boat up on the hard what should you do to get the prop ready for next season? “Well, physical damage of course,” said Mark. “Look for little chips and chunks or bends; red, flakey corrosion which is electrolysis and/or galvanic corrosion; cavitation issues will just have a whole series of uniform little round pits in certain areas of the prop; and check the edges to see if they are eaten away. If there is any question take it in and have it inspected. We have had them come in and there's no real obvious damage and maybe the prop has some age on it and you start to clean it off a little bit and where the blades come down and meet the hub there are stress cracks showing up and that is a recipe for disaster. Just the fact that you lost a blade off your propeller can set up a vibration and quickly you can bend the shaft and wreck your bearings all within a matter of a few seconds.”

“Zincs, there is nothing more important to the life of your propeller than keeping a zinc on the shaft,” said Mark. “Hull zincs, transom zincs that are connected through bonding and connected to the engine and all that, those are great for your electronics and interior metal parts. Your bronze and Nibral propeller is setting on a stainless steel shaft, which is bolted to an iron engine. You have got at least three different metals in a brine of salt water. The least corrosion resistant metal, which is the bronze or the Nibral will go away. So, the propeller goes away, the shaft stays there, and I get to sell you a new \$3,000

or 4,000 or maybe a \$10,000 propeller every couple of years or you can put a \$15 or \$20 zinc on the shaft and save your propeller. The other thing that happens a lot is electrolysis. The terms get used interchangeably but they are different. Electrolysis is stray electrical current from a bad ground. That current pulls the iron molecules out of the metal and puts it out in the water. The iron in propellers are a big part of the strength of the metal. The rest of it goes if the situation continues and then all that is left is the copper, which has no strength. It is all red and rotten looking, flakey, looks like a Ritz cracker when you break off the edges. How do you fix that? You have to check and make sure there isn't any electrical current going down your shaft and if there is you have to find out where it is coming from and that can be a bear of a problem.”

What does the future hold for the propeller? Mark said, “We have seen different blade designs over the past few years. They were initially designed for use on more higher speed pleasure boats, off-shore patrol craft, oil rig tender boats, that kind of thing. The benefit we have seen is amazing with the relatively high powered, relatively light-weight boats that are made in Maine. They have benefited drastically with these more

modern propeller blade profile designs. There is a lot of engineering that you could discuss, but to put it simply, a traditional propeller is a flat faced designed propeller or constant pitch, no matter where you measure the prop, Let's say it's a 30 inch pitch whether you measure it right in next to the hub or all the way up next to the tip. These more modern designs, call it variable pitch. I will just say that when you measure the propeller the graph line looks like a big S-curved cup. The whole blade, not just the lip where you put a cup in. The whole thing starts out as kind of an S-curve and then turns into a big gentle, gradual cup. They grab water and are efficient like no other. Some of these lobster boats racers have gone with these types of propellers and the improvement has been quite remarkable. As far as what else is coming down the line, I hope that they are not made out of composites any time before I retire.”

“MAKE SURE you tell your prop guy the right information,” concluded Mark. “It has got to be right. You can't say it's a 2½:1 gear when it's really a 2.05:1 gear, that will not work out very well. It's always good to check with your prop guy before you plunk that money down for your engine and gear that is for sure.”

## BOAT & SHIPYARD NEWS

**Continued from Page 15.**

Farrell, former manager of the Boston Red Sox, who is now fishing out of Gloucester. She is powered with a 800 Volvo and has a 9-kW generator. Down below she has a three bunks, head and shower, with galley up in the wheelhouse. The galley contains a cook stove, countertop and seating arrangements in the split wheelhouse. Under the platform there are tanks for 15 crates of lobsters, 800 gallons of fuel and 120 gallons of water. The top end was 23 knots with a cruise speed of 17 at 2100 RPMs and burning 20 gallons an hour. John was so happy with the boat that he

is talking about ordering another one. This one would be a Mussel Ridge 42, finished out as a sportfisherman, which he could take down to the islands for the winter.

They have a 46 being finished out as a shark/crab boat for a fisherman down in Florida. Then they have a sportfishing boat going to Texas in a year. They have got two 54s sold, just having issues trying to find finish shops to put the boats in. Albert Hutchinson, owner of the company, said, “That is the big problem. We don't have a problem selling boats, it's just finding a place to put them to be finished.”



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# JIM HUNT DISCUSSES SHIPBUILDING AT BOOTHBAY-PASSES OVER BAR

Continued from Page 5.

sir but I am not qualified,’ and he said, ‘I’ll decide that.’ There was no qualified OODs in the Atlantic Fleet at that time. Four months after I got on board the ship I was a qualified officer of the deck. I went right to junior officer of the deck. The advantage of being a supply officer even though I was an Ensign, I was a department head. There were four department heads: supply, operations, gunnery and engineering. The department heads report to the exec so I got a two-man state room instead of the Ensign locker six ensigns in the bunk room which we called it the Ensign locker. I just started standing watch with an operations officer, who was a senior watch officer, a Naval Academy guy. He taught me a heck of a lot of stuff, a very good Navy officer and that is how I qualified. That captain left the ship in May or June, and I stayed on until December. When the new captain came aboard he said, ‘you can’t do this that’s against Navy regulations.’ He said, ‘You could stand junior officer of the deck, would you do that?’ I said, ‘Sure. I was still on the bridge.’ I was lucky, had a great time.”

An incident that occurred was on their way back to Newport, RI following a winter training exercise in the Caribbean. “Have you ever heard of the Ash Wednesday Storm in 1962?” asked Jim. “We were coming back from that exercise with two Bath built DEs, CROMWELL and HAMMERBERG and us and FOREST SHERMAN, which was a Bath built ship too, who carried an admiral. Our exec was a graduate of the Navy Meteorological School in Monterey and I remember he was on the bridge so I heard the conversation, telling the commodore we were going to get hit hard and we should do something different than we planned. This was batted around in the higher elevations and I guess the admiral on the SHERMAN said that if this was wartime we would stay here so we will stay here. Well we came into Newport a few days later and the wives would go down to the shore and waved to us. Then they had time to drive up to the pier and meet us by the time we got there. When we got up to the pier no wives. About an hour later they finally showed up. They had not recognized the ships. Four or five years ago in Portland, there was a retired admiral there that I had known, he was the commanding officer of the CROMWELL at the time. I showed him the deck log and he looked at it and I said Captain Stanfield said the waves were 50 feet and he said he was wrong they were 70. He did tell me that was the only time in his entire naval career that he was really scared. We were terribly beaten up. The numbers were washed right off the bow. Both the motor whale boats and the davits were gone. The forward gun mount, which was a twin 3 inch 50, which had an aluminum weather shield, well that weather shield was molded right around the guns. That was an exciting thing, but I don’t want to do it again. When things were finally quieted down, we were sent to a tanker that was broke in half. The bow was gone. The after half was still afloat and all the men we took them off. Because it was a hazard to navigation we threw a few rounds into her and she went down. That was quite an experience. I had a great time.

Back to boatbuilders, Jim said, “There was a guy over where Carousel Marina is now, up where the condos are, what we called the potato chip factory. I was a teenager and there was a guy named Danny Vamore, and he was building the first fiberglass boats I ever saw. They were small runabouts, say about 14 feet. Not very good-looking boats.”

During my visit I learned a couple of his

models had come off the wall and crashed to the floor. Jim had made all the repairs and they looked like the day he finished them. He added, “It’s a lot harder to repair them that it is to build them I will tell you that. To get those lines just right.”

Jim was a very interesting man, who had a lot of knowledge about the maritime happenings of the Boothbay region and I just wish I had spent more time learning what I could from him for in September he lost his battle with cancer and passed away.

\* \* \* \* \*

James W. Hunt, 82, died Sept. 22, 2018, at his home on Southport, surrounded by his loving family to whom he was entirely devoted. He was born June 4, 1936 in Worcester, Massachusetts to Robert Hunt and Marie (Davis) Hunt, and had one younger brother Robert H. Hunt, Jr. (Bob), who died in 2013.

Jim was educated at Bancroft, Deerfield, Cornell and Babson. As teenagers, Jim and his best friend Bob Bowden famously braved the entire Inland Waterway from Norfolk to Miami in a 1952 13-foot Lyman runabout, which we own to this day (maintained to his exceptional standards). At Cornell, he and his roommate bought an antique fire engine – the memories of which he delighted in sharing with his family and friends. His fraternity, Alpha Delta Phi, maintained the iconic fire engine for decades.

In 1955 Jim’s parents bought a cottage on Pine Cliff, Southport Island, and from then on Jim spent all his summers here. During a year off from college, Jim worked for Manley Reed in his boatyard (now Blake’s) in Boothbay Harbor. He spent summers running the *Linekin* passenger boat. He cherished the Boothbay Harbor area and the many friends he made here.

He became a U.S. Navy Supply Officer, and proudly served on the *USS Courtney*, DE 1021. In 1963, Jim began his career with Norton Company (now St. Gobain), the world’s largest manufacturer of abrasives. He was “grateful for a job that gave him satisfaction, making things that made other things – not just shuffling papers on a desk from one pile to another.” He retired in 1990 as Director of Manufacturing for North America.

Jim married Ann Cochran on Oct. 15, 1960 and together they raised three children: James W. Hunt, III (Bill) (wife Heidi, Orono, Minnesota); John Hunt (Kimmie, Charlottesville, Virginia); and Jean Hunt (Alexandria, Virginia). Jim’s family was his first priority, and he dearly loved and was very proud of all of them. He had six grandchildren: Alexis (husband Chris) Izzo, William Hunt, Laura Hunt, Caroline Hunt, Tyra Pranger, Tove Pranger, and to his great delight, one great-grandchild: Cordelia Izzo. Jim also leaves behind a large extended family, including Laurie Hunt (mother of Alexis and Caroline), and Sue Hunt (sister-in-law) and her family. Jim and Ann raised their family in Holden and Harvard, Massachusetts and in Contoocook, New Hampshire. Summers were spent on Southport, where the children and grandchildren found sum-

mer jobs and enjoyed sailing. In 1999, Jim and Ann built their year-round home on Pine Cliff.

Jim believed in volunteering in his community. In Worcester, this ranged from coaching his sons’ hockey teams to serving as a Vice President of the Chamber of Commerce, during which time he was instrumental in establishing Amtrak’s Boston-Worcester-Chicago passenger rail service. (He did so love trains!) He was a member for 61 years of the Boothbay Harbor Yacht Club, focusing his efforts on the junior program and the waterfront. For the last three years he worked diligently to accomplish the successful building of the new Sailing Center. He was a Trustee of St. Andrews Hospital and Miles/Lincoln Health for 10 years, and a member of the Maine Maritime Museum, Maritime History Group, Ship Modelers Guild, Jeffersonians, Lyman Boat Owners Association, Navy League, and past president of the Boothbay Region Historical Society.

Jim loved everything nautical and was happiest when at the helm of his sailboat or powerboat, or as OOD on a Navy destroyer escort. He loved working in his workshop, making furniture or repairing old outboard motors, surrounded by ship models he built from scratch. He relished the challenge of creating detailed and accurate models from original architectural plans, or from nothing more than old photographs. He specialized in ships that were built in the Boothbay region. As his days on earth waned, he spent them grateful for his wife and family, his dear friends, and for the life that he had.

A memorial service to celebrate Jim’s life was held on October 7, at the Boothbay Harbor Congregational Church, Boothbay Harbor, which was followed by a reception at the Boothbay Harbor Yacht Club. In lieu of flowers, contributions may be made to: Boothbay Region Community Resource Council 185 Townsend Avenue Boothbay Harbor, Maine 04538.



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HISTORY FROM THE PAST - Maine Industry Journal - 1882

28 July  
Page 474.

**EASTERN INDUSTRIES.**  
An idea of the amount of navigation upon the Kennebec at the present time may be gathered from the following interesting account, taken one day recently while sailing up the river: 85 three-masted schooners, 1 four-masted schooner, 37 two-masted schooners and 12 steamers; there are also 11 vessels building at Bath. This speaks well for business on the river. [Kennebec Journal]  
\* \* \* \* \*

Messrs. C. A. Dyer & Company, at their packing house on Custom House wharf, Portland, are doing a rushing business. One day recently they canned 135 barrels of mackerel. They employ 125 hands at this factory alone. They are the largest cannery of mackerel in the country. Besides all their sailing vessels they have two steamers engaged in catching mackerel. The firm have orders for their canned mackerel much faster than they can fill them.

**Page 475.**  
A Provincial exchange remarks that it is astonishing how the sardine and lobster canning factories in Eastport have woke up that little town. These industries pay out in wages from \$1,500 to \$1,800 a week and employ chiefly girls from 12 to 16 years. The amount of money they put in circulation among the fishermen is also very large, the payments being invariably cash. Between the Campobello hotels and the sardine fishery the farmers who till the soil and the sailors who plow the water are prospering beyond all precedent.  
\* \* \* \* \*

The Hallowell Granite Company has nearly completed the statue representing “Law” for the Pilgrims’ monument. It represents a female figure, seated in a chair, with the hand resting on books, and a wreath of flowers encircling the head. The figure weighs twenty-one tons, and was hewn from a block of granite weighing one hundred and ten tons, the design and finish being by a New York sculptor. A bas-relief of marble has also been finished, representing the cabin of the Mayflower, with figures grouped, and shows the signing of the articles of agreement relative to a future government. The statues are to be exhibited at the Mechanics’ Fair, Boston, in the fall.  
\* \* \* \* \*

Ancient Kennebeckers have a saying that no man is worthy to be reckoned of their number until he has swallowed a herring, tail foremost. Lewiston and Auburn consume about 100,000 Kennebec smoked herring, every year; but the proportion of them swallowed in the traditional way is probably small. Bowdoinham is the head and centre of the herring fishery. Carloads upon carloads are taken out of the river at that place in May and June. Three or four men make a business of teaming herring from Bowdoinham to Lewiston and Auburn. One man has brought in 30,000 of the fish, this season. He came in with the last load Thursday morning, having cleaned out every smokehouse and taken the final herring. The fishery stopped on the 25<sup>th</sup> of June. Herring are now wholesaled at eighty-five cents a hundred. The catch was small this year. A few fish only, were taken out of the seines, at a time, instead of the cartloads captured in some years. [Lewiston Journal]  
\* \* \* \* \*

The Kennebec Journal says a large business is carried on in that vicinity, during the winter and spring, in the manufacture of barrel hoops. During the past winter and spring Mr. E. S. Whitehouse of Palermo alone has bought 100,000 hoops in the vicinity of that

town, paying from \$8 to \$25 per thousand for them. Monday he shipped a carload of 25,000 to Hampden, near Bangor, where there is a large cooper shop, 14 men being employed making fish barrels. The hoops which Mr. Whitehouse deals in are mostly ash, 70,000 being eight feet long; a few are birch, 10 feet in length for hay hoops, and the remainder 14 foot ash for sugar hogsheads. Most of the long hoops go to Cuba. Portland is quite a hoop market, many thousands being sold there every year, several dealers being engaged in the hoop business exclusively. The hoop poles of black ash are cut in the swamps in the late fall or early winter and are hauled to the shops on the first snows and there made up. A pole will make more or less hoops according to its size, one an inch in diameter at the small end will make but two hoops, while many poles are cut six inches through, making from 12 to 18 hoops apiece. The poles cost from half a cent to a cent and a half apiece on the stump. This is really an industry of quite respectable dimensions and gives employment to many men during the winter season who otherwise would be out of work.  
\* \* \* \* \*

**FISH AND GAME.** — Close time for salmon commenced on the 15<sup>th</sup>. They may, however, be taken with the rod and line until September 15; that is, if you can induce them to rise to the fly. Bass fishing at Pushaw is excellent this season. — Q. A. Atwood of New York, and Leonard Dunkley, Jr., of Brooklyn, New York, during a fishing trip of eight days at Little Kennebago, took from 800 to 900 trout; all taken with flies. They sent 100 of them home, estimated 30 pounds total. Largest trout taken weighed 3¾ pounds as taken from the water. E. H. Gilman, of Saco, with a party of three, fishing on Kennebago Lake, with Charles Dustin for guide, were out three days and caught 250 nice trout, 50 of which weighed 24 pounds. The largest one taken by Mr. Gilman weighed 3¾ pounds after having been kept in a pool three days. This was pronounced by guides to be the largest trout taken from Kennebago Lake this season. Mr. Corliss, an old gentleman 75 years of age, residing at Wade Plantation, Aroostook county, recently hunted down and shot a bear in Perham, whose skin measured 7½ feet from snout to tail, 6½ feet across the shoulders and hips, and 5½ feet across the narrowest part, and whose carcass was larger than a good sized two year old heifer. Mr. Corliss has hunted bears ever since he was seventeen years of age, and has killed over a hundred. Dr. Emery, of Biddeford, caught a fine tautog, weighing 10½ pounds, at Fortune’s Rocks on Monday inst. This is a rare fish east of Cape Cod. The Governor General of Canada and her Royal Highness recently caught a large number of very fine fish in the Casapediac River. In ten days the distinguished party took seventy-six salmon weighing from twenty-six to thirty-three pounds each.

**Page 475-476.**  
The sardine trade in eastern Maine has the last few years grown very rapidly. From 1876 until the present time the number of factories has increased from one to about twenty-five, of which seventeen or eighteen are in Eastport. The fish are hoisted from the boats on to the wharf, where they are spread on long tables. There the heads and tails are cut off by the “cutters,” after which they are put into pickle for about an hour. Then they are taken out, washed in clean water, and laid on flakes to dry, it being found impossible to fry them when wet, the fish all breaking up. After being dried, which on sunny days is done out of doors, and in damp or wet

weather in the dry-house, by means of a circulation of hot or cold air, they are fried in oil. This oil is generally cotton-seed or some cheaper kind. Then they are packed in cans by the girls, the smaller fish being put up in oil and the larger in French mustard or in spices. The oil used in packing ought to be pure olive, but it is found impossible to use it, being so expensive and the price of sardines so low. Cotton-seed, peanut and other kinds of oil are used in packing. After being packed in the cans, the covers are put on and sealed. Then they are put into a bath of boiling water and kept there two hours, the water being kept boiling. At the end of that time they are taken out and a small hole tapped in each can, to let the hot or expanded air escape, and immediately closed. The can then is air tight, and will keep good for years in any climate. They are then cleaned, packed in cases, and shipped to New York or the west. The sardine industry has made good time in this remote locality (Eastport and vicinity.) Any smart boy or girl, with steady work, can earn from \$5 to \$8 per week. The sealers make from \$10 to \$20 a week.

**Page 476.**  
**RAILWAY AND STEAMSHIP NOTES.**  
The new line of steamers to Yarmouth, Nova Scotia, is rapidly gaining public favor, and its business, particularly from Boston, constantly increasing.  
\* \* \* \* \*

The steamer STATE OF MAINE made a trial trip down Portland harbor on Monday afternoon. The steamer made a splendid appearance and gave thorough satisfaction.  
\* \* \* \* \*

The new steamer STATE OF MAINE will go on her route between Boston, Portland and St. John August 1<sup>st</sup>. The FALMOUTH will then be taken off and remain in Portland as a spare boat.  
\* \* \* \* \*

A private party of Bangor excursionists visited Cape Rosier on Wednesday last on the beautiful little steamer FLORENCE, owned by the Bangor and Bar Harbor Steamboat Company. At the Cape an inspection was made of the works of the Rosier Mining Company and the party are under obligations for the many courtesies extended by the officials connected with the mine. Landings were made at Fort Point, Castine and Little Deer Isle, and the return trip was made during the evening. All were enthusiastic in their praise of the little steamer, which they found to be staunch, fast and comfortable in all its appointments and conveniences, while her commander, Captain Arey, not only handled the boat in a first-class manner, but spared no pains to add to the pleasures of the trip and enhance the comforts of the excursionists. The FLORENCE should not be allowed to remain idle a single day during the excursion season; nor would she, if the delights of a day spent aboard this delightful little craft, down the bay, were fully appreciated, as they only can be after a trial trip. All who have ever been once are most anxious to go again, and those who have never been should take the advice of those who know what they are talking about, and go “Down River on the FLORENCE.”

**HOTELS AND SUMMER RESORTS.**  
All the hotels at Southwest Harbor are having a good run of visitors this season.  
\* \* \* \* \*

H. A. Allan, Boston Agent of the Allan Steamship Line, is at the Old Orchard House.  
\* \* \* \* \*

The new Hotel Dirigo, at Southwest Harbor, owned and managed by C. M.

Holden, stands on the highest point of land on the north side of the harbor. The new hotel is a fine structure three stories high and commands many of the finest views in the section. We bespeak for it a generous patronage.  
\* \* \* \* \*

The new hotel and cottage at Sea Wall, Southwest Harbor, erected and owned by D. S. Mooney, has become a general favorite, as expected. The locality is about three miles south from Southwest Harbor. A new road is now being made from this hotel around the shoreline to Bass Harbor, which will afford a charming driveway.  
\* \* \* \* \*

**SUMMER BOARDING HOUSES AT DEER ISLE.** — At North Deer Isle, and on the road leading thence to Northwest Harbor are several fine farm houses which have been fitted up to receive summer boarders. G. H. Holden is full and will enlarge after haying by the addition of about 20 rooms, James H. Parker is well fitted up for the business, and early next season William H. Reed, of Portland, will erect a fine summer boarding house on the vacant lot adjoining him on the north. In the same neighborhood A. R. Haskell has a fine residence for boarders, which is well known by the sign of the eagle. He runs a free coach from the boat landings to his house. Over fifty persons are now sojourning on Deer Isle from Washington, DC.  
\* \* \* \* \*

The Goose Rocks House, situated about midway between Biddeford Pool and Kennebunkport, is one of the pleasantest and most attractive resorts on the Atlantic coast. It is only ten miles from the city of Biddeford, and is reached by coaches which connect with every through train at the latter place. The house is new and thoroughly furnished, and is kept in a first class manner by Mr. Arthur S. Hamilton, its genial proprietor, assisted by Mr. J. Frank Hill, one of the most popular and obliging of clerks. The locality possesses every possible facility for fishing, gunning, boating, etc., and we speak from experience when we state that a more delightful spot in which to spend the summer months is not to be found among eastern summer resorts.  
\* \* \* \* \*

The Belfast Age says that a project is on foot to build a summer hotel in that city. The purpose is to build it on the grounds of the Crosby mansion, one of the most eligible places in the city. Several of the leading men and wealthy citizens are taking hold of it in earnest, one of whom has engaged to run it the first year at least, if built. From \$10,000 to \$15,00 is already pledged there, and encouragement is given abroad for more or less subscription to the stock. The managers of the Maine Central railroad are giving the project warm encouragement, they being desirous of including Belfast in their list of summer resorts, and propose, in case the hotel is built, to put on a night train from Boston and thus establish a line by rail and steamer to Mount Desert. This enterprise has long been talked about, and it does seem now that it is assuming practicable shape. Summer tourists give Belfast the praise of being one of the most delightful places for summer resort on the coast of Maine, and predict there would be a large influx of summer tourists here, if suitable accommodations were provided. The enterprise is in excellent hands and the citizens, one and all, should give it encouragement.

**Page 477.**  
Patents issued to Maine inventors under date of July 18, 1882 reported for us by William Franklin Seavey, Solicitor of Patents



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Bangor: Walter R. Close and Assgr., Bangor, Fog signal.

4 August
Page 487.

CAPTAIN CLEMENT P. BLETHEN, a prominent merchant and capitalist, and a native of Phippsburg in this State, died in California recently, aged about 50 years. Captain Blethen was a ship carpenter by trade, and was for a long time in the employ of Donald McKay, at East Boston, where he aided in the construction of the ship GREAT REPUBLIC. He moved to San Francisco in 1860, and later took up his residence in Shanghai, China, where he built and operated a dry dock and did extensive work as a government contractor. He also built a steamer and ran her along the China coast for several years, in the capacity of captain. While in Shanghai he held many important public offices, such as Chief Engineer of the Fire Department, President of the Temperance Union Society, etc. About a year since he returned to San Francisco and became identified with prominent mining interests in Arizona, in which business he was engaged at the time of his death. Captain Blethen was twice married, and leaves a wife and eight children residing at Santa Rosa.

Page 489.
CANADIAN FOOD FISHES. — NEGLECTED SPECIES.

[Canadian Sportsman and Naturalist]
Large quantities of preserved fish commonly called sardines are sent to this Dominion from Europe. The Canadian consumption of the article must be enormous, while the purchasers are ignorant of what they are buying, and we may as well tell them that in many cases they are not eating the genuine sardine, but the posterior portion of herring (Clupea.) Years back there was a possibility of obtaining the true sardine, but today few fish of the kind are packed for our market. We have to take an inferior article — a fish densely covered with large scales and with only a remote flavor of the sardine. We know of a better fish in the Gulf of St. Lawrence, occurring abundantly during the months of May, June and July, as far up the river as Bale Mille Vaches and Bic. The habitants take them in large quantities, which they generally salt in tinnets for the Quebec market, but unfortunately this Canadian sardine is extremely delicate and the primitive mode of preserving makes the fish too salt; they are therefore not generally relished. If, however, the sardine of the St Lawrence could be put up in oil in fair-sized tins, there is reason to think it would be equal, possibly superior to the supposed Italian fish sent to us by the name of Sardines a la huile. We have an advantage size of claiming this fish as local to our marine fauna — that is to say, they occur in great schools in the Lower St. Lawrence, while they are scarcely ever seen in the saltwaters bordering the United States. This is an advantage. Doubtless the presence of this delicate fish in the Gulf is to a great extent the cause for the appearance of numbers of whales and seals in these waters during the summer. Here then is plenty of material to open a new industry, which in our opinion would be remunerative, if a few energetic men take it to hand. We are astonished that this pretty, delicate fish has been so long neglected, and the subject is now brought before the Canadian public for the first time, to show that there are disregarded though available industries in the Dominion.
There is another little fish, also extremely prolific in the same water — e. e., the caplin. When the fish is properly cured — and of late the Gulf fishermen have paid some attention in curing them — it forms a healthy,

fattening food. The demand at present is principally from English restaurant keepers, especially in the city of London. The present mode of curing is simple, that of allowing the fish to remain in salt for a short time and then laid out in the sun to dry. It may be said that caplin preserved in this way are sun cooked. We can vouch for this, as they formed a delicious morsel with a biscuit and coffee at breakfast daily for three weeks on our second trip to Labrador. One pail full for 25 cents, served to give a relish to the morning meal during the latter time. In these times, when all kinds of human food are dear, it is necessary that some attention should be directed to neglected material which could be converted into good, strengthening, easily digested food for mankind. Now that we have made important remarks regarding the above species of marine food fishes, we wish to bring before our readers two species of freshwater fishes, which, by some persons, are considered excellent human food, when properly cooked. The common catfish and large channel catfish are found throughout the Provinces of Ontario and Quebec, the former common throughout Ontario and the latter uncommon in Quebec. It seems that delicate and refined people have a prejudice against eating these fishes, but we can dispel such notions from the fact that some scientists have classed them the genus Salmonidae. The catfish being forms occurring on this continent, approaching the latter by having the lateral and posterior portions of their bodies resembling salmon. They have the adipose fin, the tail portion certainly resembles some species of Salmonidae. With regard to our own experience, we have cooked catfish in various ways, but the perfect mode of obtaining the flavor of the common catfish is to pot them; they constitute the best freshwater fish on this continent for potting, and their flavor is not far removed from salmon. We rely therefore on the gist of our remarks being looked into; that we may see the sardine of the Lower St. Lawrence put up in genuine olive oil; the pretty caplin sold by our grocers, as sun-cooked fish; and the catfishes of our freshwaters potted in such style that the strong prejudice formerly held against them may be forever removed.

[Commenting upon the above, the St. John Daily Sun says: The Sportsman and naturalist appears to be under the impression that no Canadian fish are utilized as sardines. The article quoted speaks of a small fish, now caught in the St. Lawrence, which might be passe off for the “sardine,” and prove as palatable as the article which is sent from France or sunny Italy under that name. The “sardine” of Europe is said to be a herring, and the sportsman and naturalist thinks that the Americans are being imposed upon by having this inferior fish foisted upon us. If this is true, it is gratifying to know that we are returning Europe the compliment. In the Passamaquoddy Bay of the Province hundreds of tons of small herring are caught by the fishermen, sold to “the Yankees” at Eastport, Maine, and there turned into first class “sardines”. The little tin boxes in which these delicate fish are sent to Europe are excellent imitations of the French boxes, even to the French lettering, and we have no doubt that in France and England, as well as in the United States, our Passamaquoddy herring are relished as a superior kind of “sardines.” Our New Brunswick fishermen have realized many thousands of dollars by this “sardine” enterprise in the past few years, while it has created a “hum” in Eastport, where thousands of young people have been employed in the “sardine factories.”]

Page 490.
RAILWAY AND STEAMSHIP NOTES.
The International Steamship Company and the Portland Steam Packet Company have both declared dividends of six per cent.
\*\*\*\*\*

Hon. John Boyd of St. John, New Brunswick, has been appointed to fill the vacancy in the board of directors of the International Steamship Company, occasioned by the death of A. McL. Seely of the same city.

\*\*\*\*\*
The new steamer STATE OF MAINE of the International line made her trial trip a few days since. She is the largest steamer east of Long Island Sound, and was built by Goss, Sawyer and Packard of Bath. The Portland Company put in the machinery, and the decoration is from designs by Charles I. Schumacher. She is splendidly furnished throughout, and on the hurricane deck are eight metallic lifeboats, and two Raymond liferafts. Her engines worked splendidly, and she moved through the waters very smoothly. She will doubtless be the fastest steamer in these waters. She will run between Boston, Portland, Eastport and St. John.

HOTELS AND SUMMER RESORTS.
A party of Penobscot Indians have pitched eight tents near Hamor’s wharf, Bar Harbor.

Page 491.
EASTERN INDUSTRIES.
The barkentine MARY JENNESS is loading ice in this port for Aspinwall.

\*\*\*\*\*
E. Dyer, of Milbridge, launched from his yard the 28<sup>th</sup> ult., a centreboard schooner of 136 tons.

\*\*\*\*\*
The steamer EVERETT of Castine arrived in port yesterday and cleared the same day with a cargo of box shooks from James Walker & Company.

\*\*\*\*\*
The schooner HERALD has arrived in port from New York with a cargo of 110 tons of Spanish iron ore bound for the Katahdin Iron Works.

\*\*\*\*\*
A Portland paper states that 2,000 bales of rags from Calcutta, consigned to the Cumberland Paper Mills, are arriving via the New York boats.

\*\*\*\*\*
Goss, Sawyer & Packard, of Bath, will build at once a schooner in their new south end yard, and probably an auxiliary steamer for the West India trade.

\*\*\*\*\*
William Rogers, of Bath, has launched a schooner of 470 tons, named the MARTIN VAN BUREN CHASE. She is owned by James B. Drake and others. Captain Fred L. Blair commands her.

\*\*\*\*\*
A fine schooner of 104 tons burden was launched at Cherryfield, from Campbell’s shipyard, July 31. The new vessel is named HATTIE GODFREY and is to be commanded by Captain Albert Strout, recently of the schooner IDA of that port.

\*\*\*\*\*
Goss & Sawyer, the Bath shipbuilders, have recently purchased additional land, upon which the Maine Central Railroad will build a track to their lower yard. The firm also intends to build a large machine shop, and within a year or two will probably be building ships.

\*\*\*\*\*
Master Russell, of East Deering, has contracted to build a three-masted schooner

of about 500 tons for Portland and Cape Elizabeth parties. She will be commanded by Captain A. J. York, now in the schooner EDWARD WAIT. She is to be a centerboard vessel and will be the first one of that kind built there for a number of years.

Page 492.
FISH AND GAME. — Trout and black flies are biting gloriously at Rangeley Lakes this season. Moses Dyer, while hauling in seine, recently at Quohang Bay, discovered a fish, upon the head of which a flat rubber ring had been placed, probably last season. The flesh had grown around the ring, causing a queer looking fish. — Bears and wolves are reported as becoming very plenty in Bingham, Somerset County.

\*\*\*\*\*
The barkentine WOLVERTON now building at Yarmouth, by Messrs. Hutchins & Stubbs, is fast nearing completion, and will be one of the best vessels ever built in that vicinity. The excellence of her materials and workmanship, and the beauty of her model is attracting much attention. The owners are Messrs. W. S. Jordan & Company, of Portland; she will be commanded by Captain James Dyer of Harpswell, formerly master of schooner ARIADNE. Her dimensions are as follows: length of keel, 140 feet, breadth of beam 34 feet, depth of hold 17 feet. She will register about 650 tons; the frame is oak, hackmatack and hard wood; planking, ceiling and deck frame hard pine. She has Manson’s patent iron windlass and iron hanging knees. She reflects great credit upon the builders and compares favorably with any vessels ever constructed in that district.

NUGGETS.
Notice is given by the Lighthouse Board that on or about August 1<sup>st</sup>, a whistling signal buoy will be moored near Kitts Rock, Portsmouth, New Hampshire, in place of the second class red can buoy now there. The buoy will be painted red with the letter P in white on the side. It is surmounted by a whistle operated by a motion of the sea, and giving blasts at short intervals.

11 August
Page 506.
EASTERN INDUSTRIES.
The proprietors of the Tuthil Oil Works at North Bristol are running the factory on dogfish.

\*\*\*\*\*
Four thousand barrels of live lobster valued at \$16,000, have been shipped this season from Eastport to Boston.

\*\*\*\*\*
The Hallowell Granite Company furnish the columns and cornices of red polished Jonesboro granite, to be used in the front of the new Adams House in Boston.

\*\*\*\*\*
Snow & Townsend burned 175,000 brick at their yard, situated on the Harpswell road, Brunswick, last week, and across the way they have another kiln to burn which contains 200,000.

\*\*\*\*\*
The Jewell Granite Company are conducting active operations at their Lincoln quarry. They have secured a contract to furnish window caps and sills for the pulp mill now building at West Great Works.

\*\*\*\*\*
J. F. & Albion Gray, of Sedgwick, have started a new industry in that town — that of breaking paving, which promises to be a success. They have been working but a short time and have made about 20,000 blocks.

\*\*\*\*\*
Schooner WILLIAM L. WALKER, Captain Kelsey, sailed from Russell &



HISTORY FROM THE PAST - Maine Industrial Journal - 1882

Company’s Richmond ice house Saturday, having on board 1,046 tons of ice, said to be the largest cargo of ice by 100 tons that has been shipped from Richmond.

\* \* \* \* \*

Steam tug POPHAM, Colby, is engaged in towing rafts of logs from Hallowell to Wiscasset. She towed yesterday a raft of 1,100 from Hallowell to Wiscasset in something short of a day. She towed last week, over the same route 4,000 logs laying by two nights.

\* \* \* \* \*

C. J. Hall, of Belfast, is making a very handsome monument to be erected in memory of the late Dr. Manter, of Winterport. It is of red granite on a gray granite base and stands fifteen feet in height. It is all polished and when completed will be a very handsome piece of workmanship.

Page 507.

From all quarters come reports of a great scarcity of codfish in their usual haunts. A number of the Georges fleet, recently returned, report a catch of 4,000 to 7,000 pounds each, and the average of the fares received the past week has been only about 11,000 pounds. The Grand Bank fleet is beginning to arrive with broken fares. The receipts from the Western Bank are nominal, and all along the Maine and Nova Scotia coasts codfish are reported scarce. The receipts at Gloucester last month were only a little over half as large as in July last year. The other New England fishing ports have done but little in this line, and in Halifax the receipts do not keep up with the demand, and there is not a quintal in the market.

\* \* \* \* \*

FISH AND GAME. — The sardine factories are about all lying idle, waiting for the fish to strike in. The fish are unusually scarce for this season of the year, not enough having been taken during the past six weeks to run on factory steadily. The Government is now building in Delaware a fine new iron steamship for the special use of the Fish Commission. It looks now as though the mackerel catch in Belfast bay will be a failure, as the fish are exceedingly scarce. Fishermen say that the mackerel food is all offshore and it is predicted that the fish will take an early departure this fall. The bay is said to be full of young herring. The Senate has directed the appointment of a committee of five to act in conjunction with the fish commission, to consider the question of the alleged injury to food fisheries of the seining of fish for oil and fertilizers. This is a question of special interest to our Maine fishermen, and the increasing scarcity of fish, makes it a question of vital interest to the people at large.

\* \* \* \* \*

I. A. Crockett & Company have recently removed their granite works to land bordering on Maine street opposite the Maine Central Railroad depot. In their new location they have plenty of room and are finely fitted up for business, having erected a new polishing building, blacksmith shop and shed. They have three polishing machines now running, one of which is a new machine called the “Nillson,” invented by C. J. Hall of Belfast, with the working qualities of which they are much pleased. They have now granite in their yards from Lincoln, Oak Hill, Belfast, Hallowell, Frankfort, Lincolnville, Vinalhaven and the red granites from Red Beach, Calais, Otter Creek, Mount Desert and Jonesport. Mr. Crockett owns a half interest in the property of the Jewell Granite Company at Lincoln who have the contract for furnishing the granite required in the new fibre mill now building at West Great Works. The character of the Lincoln

granite is superb in quality and well located to run down by rail to furnish the fine granite wanted in building up our water power district.

Page 507-508.

A Vinalhaven correspondent of an exchange writes: Business is good on the island, and everybody can get all the work they can do at good wages. The leading interest is the Bodwell Granite Company, of Vinalhaven, which employs about 300 men. Many splendid and immense polished pillars nearly four feet in diameter, and other beautiful stones are being got out for a large public building in Chicago. Stone is also being quarried for Washington’s monument. The fishing business has been good, thus far, this season, and on this and the north island about 300 persons are employed in it. Mackerel canning is getting to be an industry. While people in other places have been sweltering in extreme heat, the weather, here has been cool and comfortable, the thermometer having scarcely risen above 80 degrees. The three hotels have been well patronized with summer tourists, who come here to obtain good board at fair prices. A large fish building has recently been drawn the whole length of Main Street, completely blocking it for several days. A pontoon bridge and a back street were constructed, temporarily to accommodate the public.

Page 508.

HOTELS AND SUMMER RESORTS. The new Tyn-y-coed pier now building at Campobello will be 600 feet long. It is expected to be completed this week.

\* \* \* \* \*

The frame for Fred G. Benner’s hotel at Northport, near the campground, is now up and work is being pushed. It will be two stories with basement and Lutheran windows in roof, making it virtually four stories in height, and there will be a large ell.

RAILWAY AND STEAMSHIP NOTES.

The Portland Company has just finished two fine observation cars for the Old Orchard Beach railroad.

\* \* \* \* \*

The new steamer STATE OF MAINE of the International Steamship Line made her first trip from Portland to Eastport in about fourteen hours.

\* \* \* \* \*

A fast and powerful steamer to run daily making round trips between Augusta and Boothbay, will be put on next summer by the Delta Collins Company.

\* \* \* \* \*

The Portland Company has just finished a locomotive for the Maine Central railroad. The Portland & Ogdensburg road, however, have purchased it from the Maine Central.

Page 509.

NUGGETS.

The oldest American vessel in the carrying trade is a bark the AMETHYST now in San Francisco harbor. She was launched in 1822.

\* \* \* \* \*

So extensive are the shipbuilding interest of Bath that in its transactions with Baring Brothers, it is said to stand third only in comparison with other American cities, ranking above Boston and Baltimore.

\* \* \* \* \*

The new river and harbor bill makes the following appropriations for Maine: For improving the harbor of Portland, \$35,000; harbor of Richmond, \$10,000; harbor of Rockland, \$40,000; improving Cathance river, \$5,000; Royal river, \$10,000.

\* \* \* \* \*

Ice shipments for the past week has been nine cargoes. One barkentine and eight schooners. 3,500 tons aggregate capacity. One of these cargoes went to Aspinwall, Central America, one to Jacksonville, Florida, and seven to New York. Several cargoes are now loading.

18 August

Page 520-521.

HOW FISH FIND THEIR OWN RIVERS.

The long held and only recently rejected theory, that the shoals of fishes move in a vast mass along the coast, sending off detachments into each river as they passed its mouth, is to be attributed to John Gilpin and some other authors, who have written flowingly on the subject. The recent careful investigations of naturalists, indicate that the fishes, entering the rivers and bodies of freshwater from the sea, do not have an extended range in the ocean, and that each river’s colony remains, after returning, in the deep waters opposite their river.

The motive for the movement of these shoals of such fishes, or rather how it is incited, has scarcely been explained. The life of the fishes has always been a mystery. It is not a search for food, as they do not eat while in freshwater; the opening of hundreds of stomachs will fail to find food present. It is an easy disposal of the question as to how each colony recognizes its native river, to say that “it is instinctive.” So it is, also, when the butcher’s horse recognizes the familiar gates; but we have some evidence as to what senses he uses. The fishes, probably, prompted by functional disturbance, from the tumid ovaries and spermaries, are incited to movement.

The courses of the sea, unmarked as they are, are within each colony’s limit, their habitual pathways. An unerring capacity in the fish for finding its own river may be more that that which guides the hermit crab to the shell of the nautica. The latter goes to hide its sensitive body, with an apparent nervous trepidation at its unprotected condition. The former, with an uneasiness of body from the functional changes it is undergoing, is impelled to activity. The transmitted habit of ascending the stream is, as it were, blended and alloyed with the substance of the nerves, and aroused by its condition, carries it, without conscious purpose, into the river of its progenitors and its own. The impulses of the fish are only in a slightly more complicated series than those of the crab. That it should be the instinct for a specific stream, established through inheritance of many generations, is easier to understand than that it is a sort of memory of the place of its immature life, as the theory of fish culture makes it, and as observation seems to sustain.

In the waters of the Delaware, where there were no salmon originally, the young salmon placed in Bushkill creek, returned after five years, and were taken, not only in the Delaware river, but the larger number in the Bushkill creek. It is not essential that all the fishes should have this impelling influence, whatever it may be, as like gregarious mammals and the birds they flock together, following the leadership of whichever for the time takes it. The idea is suggested that the senses may be the guiding agent, that a fish goes nosing along the coast, or tasting the streams, until it recognizes its own. The convexity of the cornea must afford the fishes a very limited range of vision. The supposed dullness of the sense of smell and taste in fishes might alone dispose of the suggestion that these are employed.

The following occurrence, however, would seem to decide to the contrary. The Russian river, emptying into the Pacific,

north of San Francisco, had its mouth entirely closed by the waves during a storm. The colony of salmon made their yearly migration from the deep waters toward the mouth of the river, and many of them raced through the surf, and landed high and dry on the sand that walled them out from their native river.

The migration of the salmon into some of the Pacific rivers is a frenzied advance over shoals, rapids and cascades, far into thin streams and brooks, where they arrive battered and weary, to accomplish their exhaustive reproductive labors, and drop back, the sport of the current, dead and dying toward the sea. [Harper’s Magazine]

Page 521.

EASTERN INDUSTRIES.

Haggett & Company are stretching the keel of a schooner of 400 tons or more at their yard in Newcastle.

\* \* \* \* \*

William Beazley & Company, have laid the keel for a three-masted schooner at their shipyards in Bucksport.

\* \* \* \* \*

The steam schooner which Packard is building in the old Moses shipyard, Bath, is being rapidly pushed and is already half in frame. She has a 177-foot keel.

\* \* \* \* \*

The Boothbay dogfish factories continue to work successfully, and the industry looks like a permanent one. The factory at Muscongus is running night and day.

\* \* \* \* \*

Dogfish are very plenty and more than twenty thousand were taken at the two factories in South Bristol last week. Some of the fishermen have recently been making as high as \$5 per day.

\* \* \* \* \*

The Bulletin says the Sullivan granite quarries are doing a large business, judging from the number of vessels that are constantly leaving this port loaded with paving blocks and other granite.

\* \* \* \* \*

The Bodwell Granite Company at Vinalhaven are getting out some splendid polished stone for a magnificent Chicago edifice; also granite for the Washington monument, and a large amount of paving for New York.

\* \* \* \* \*

At Camden, Captain F. G. Kelley, of Dennisport, and U. B. Fish, of West Dennis, have contracted to have built a three-masted schooner of 1,100 tons, to be commanded by Captain Kelley. The vessel will be completed by November 1, and will cost \$40,000.

Page 522.

Captain Goss is at the head of a new enterprise which may do a great deal for the business interest of Bath. It is the forming of a company with a capital of \$100,000 in which each subscriber is asked to place no more than \$5000, to build wooden and iron steamers and marine engines.

\* \* \* \* \*

Schooner ABRAHAM RICHARDSON of Belfast, loaded last week at Frankfort with dressed stone for New York. The stone is for a church in New York and the workmen are waiting for the cargo. The captain has orders in case of foggy weather, if he is west of Portland to telegraph and a tug will be sent to tow him to New York.

\* \* \* \* \*

FISH AND GAME. — Mackerel are more plentiful in Belfast bay, but they will not take the hook. Fair catches are made now and then. Horse mackerel are plentiful. The great whale which was washed ashore at Fortune’s Rock’s seems to have become



# HISTORY FROM THE PAST - Maine Industry Journal - 1882

an unfailing source of amusement to the people of that vicinity. They ignite the oily portion of the whale and it burns with a great blaze. Cape Breton has had the best salmon fishing known for years. Two men killed 80 salmon, and three others caught 60 in a short fishing tour. Two eagles were shot at Salmon river, Colchester County, Nova Scotia, on Wednesday, which measured 6 feet 6 inches and 6 feet 2 inches, and weighed 25 pounds and 8 pound respectively. Gloucester fishermen report a streak of white water sixty miles long and thirty wide off Monhegan. Line of separation between the white and blue water perfect. The white water semi-transparent. Mackerel look red in it and are peculiarly affected, rushing about in a frantic fashion. Bears have been killing sheep in the vicinity of Dennysville.

Page 522-523.

Mr. E. H. Chase, the well-known fish packer on Long wharf, Portland, has just completed his new packing house on the wharf, which is admirably adapted to all the requirements of the business. The Press says the building is two stories in height, and, on the ground floor, Mr. Chase has the finest office of any one engaged in the trade in Portland. It is 25 x 9 feet in size, is finished in chestnut and well lighted. Off from it is a private office, handsomely carpeted, and provided with all the modern conveniences. Adjoining these offices is the packing room 100 x 50 feet in size, and about 12 feet high. Here the firm pack, on average days, 200 barrels of mackerel, but when rushed the amount rises to 500 barrels. Ample scuttles are provided in the floor to carry off the refuse pickle and floor washings. The main floor when occupied holds 2,000 barrels of fish. The floor is very carefully laid, and the supports to the second story, which is used as a store room in part, are as massive as on the between decks of a man-of-war. There is a large force pump on this floor, worked by a windmill on the roof of the building, to supply the water for the packing and washing. On the second floor, which is as large as the one underneath, is the great storeroom, and the bins containing the salt. There is also a great tank containing 28,000 gallons of water for use below. A portion of the floor is devoted to the boneless fish business. Here Mr. Chase employs eleven persons who cut and box 650 boxes weekly and send them to Mr. Chase's brother at St. Paul, Minnesota, who has established a large trade in that city and where the fish are in great demand. There is also a large open hatchway with a run connected with the roof. On the roof large frames are laid, and, by the run, the fish will be taken from the vessel, hoisted though the hatch to the roof and spread on the frames to dry. Farther down the wharf Mr. Chase has another large packing establishment, 75 x 50, where 1,500 barrels of mackerel are accommodated and almost an equal number of barrels of fish packed daily as in the other building. He also makes frozen herring a specialty in the season. Mr. Chase employs sixteen vessels constantly in the business, some of them making two trips per week.

Page 523.

BRITISH PROVINCES

Lobsters are reported very scarce from nearly all the factories. At some of the factories the falling off has been at the rate of over 400 per day for some time. At the above rate the season will soon close off itself.

\*\*\*\*\*

A dispatch from Halifax, Nova Scotia, of the 14<sup>th</sup> inst., states that the Cape Breton herring fishery has been fairly up to the average this season, but backwardness of

spring has severely affected the catch of codfish. Prices, however, of both are better than for some years past, and it is thought, on the whole, that the result of the year's work will be more remunerative to the fishermen than of late years.

HOTELS AND SUMMER RESORTS.

Dr. L. J. Crooker has purchased the whole of Ocean Point near the mouth of the Kennebec, eighty-five acres, and, in connection with Boston capitalists, intends to make it a noted summer resort. The plans are already drawn for a large hotel to be erected next season.

Page 524.

RAILWAY AND STEAMSHIP NOTES.

The International Steamship Company, and Portland Steam Packet Company, as before stated, have declared a six percent dividend.

NUGGETS.

On July 31, there were 22 large vessels with a tonnage of 31,682 tons, loading wheat in San Francisco, for European ports. Three of the above were State of Maine ships.

\*\*\*\*\*

The navigation of Penobscot bay in foggy weather has been rendered much easier and safer by the mooring of an automatic bell buoy about 150 feet southwest by south from the spindle on Mark Island. The spar buoy at that point has been removed.

\*\*\*\*\*

Dr. W. H. True, Portland, in digging a well upon his premises at the corner of Congress and Smith streets, has found, in a bed of blue clay, 9 feet below the surface, a great variety of deep sea shells, including scallops with barnacles on them, clams and quahogs.

Page 525.

Mackerel fishermen from the east report that for the past ten or twelve days the waters off Monhegan have presented a singular appearance, being about the color of milk and water. The white streak is about thirty miles in width and extends from Monhegan in a northeasterly direction 65 or 70 miles. The line of demarkation between the blue waters and the white streak is very distinct and as regular as a wall. The white waters are semi-transparent, and mackerel seen beneath the surface present a reddish appearance. The fishermen notice that mackerel passing from blue to white waters are peculiarly affected by the change, becoming wild and rushing wildly to and fro.

\*\*\*\*\*

Patents issued to Maine inventors under date of August 1, 1882, reported for the MINING JOURNAL by William Franklin Seavey, Solicitor of Patents, Bangor, Maine. George W. Rich, Portland, fire ladder; H. A. Tribou, Machias, carriage fastening; J. H. Baxter Portland, apparatus for packing dried fish; A. H. Cobb, Rockland, stool. Trademark, Henry Holt & Company, East Wilton, hay knives — the word "Lightning." Whole number for the week 412.

Under date of August 8, 1882, J. K. Brown, Lewiston, drying cylinder for yarn spooling machines; A. J. and E. G. Sawyer, Old Town, thill coupling; C. M. and L. Baker, Bingham, cattle tie; E. K. Dean, Bangor, automatic device for watering pot plants; W. L. Longley, Westbrook, apparatus for reclaiming soda from the spent liquors of pulp mill digesters; G. W. Nutter, Corinna, furrow opener; O. S. Trussell, Rockland, automatic advertising device. Whole number for the week 391.

25 August

Page 534.

Hon. Edward Cushing, the popular manager of the Portland, Bangor & Machias Steamship Company, has been in the city this week looking after the interests of this company.

Page 537.

THE LOBSTER CANNING BUSINESS.

The Portland correspondent of the "Trade," of Baltimore, furnishes that paper the following interesting letter in relation to the lobster canning business:

The State of Maine has long been recognized as producing the finest of sweet corn, in flavor and sweetness unrivaled, derived from the properties of its soil. The waters of the Atlantic, either in the great gulfs or the innumerable inlets and bays along our coasts, contribute an unfailing supply to the fisheries that furnish nearly the entire country, as well as extensive export trade. In this letter we will refer only to the lobster.

This crustacean — truly a delicacy, and of the order decapods and the genus homarus Americanus — is found native only in quantities sufficient for packing along the line of coast extending from Portland, east to the southern and northern coasts of Nova Scotia and adjacent islands; also on the shores of New Brunswick to the Gulf of St. Lawrence.

It may be safe to say that, along this great extent of shoreline, it will average a lobster factory for every twenty miles. The Dominion Government entertained or adopted a law defining a specified distance, right and left, to each factory, within which limit no other can encroach.

Aside from commercial value, the lobster has been an interesting study to the naturalist. It is classed amongst the highest of the macrouan decapod crustaceans. The shell which is olive or blackish green, becomes red by the action of the heat in boiling. The many-jointed external covering is changed periodically, splitting in two on the head and body, and a new one forming underneath in two equal halves

- the tail being shed without splitting. The change takes place in August, leaving the covering of the fish as thin as paper. A law

of the State limits the packing from April 1<sup>st</sup> to July 31<sup>st</sup>, as a protection both in the growth and supply — there being no danger of extermination as effectually as is now reported is threatening the salmon in the rivers of Oregon.

Another great drain upon the lobster is the "wet smack," having wells constructed filled with seawater. The best and largest lobsters are taken alive to the markets of New York and Boston, leaving but the smaller fish for the use of the packer, which with competition in securing a supply often causes the cost of manufacture to exceed the price realized.

A great product of the Lower Provinces is principally exported. A duty of 18 cents per dozen on tin cans, the fish being free, tends to check many being sent to the United States. An improvement in the demand and price is noted in the English market, owing perhaps to the advance in salmon.

Quotations for this market are \$1.40 a \$1.50 for 1-pound tins; \$2.40 a \$2.50 for 2-pound tins; \$1.05 a \$1.15 for Halifax delivery, and \$1.15 a \$1.25 in bond, Portland or Boston. The purchaser is entitled to 15½ ounces of meat and ½ ounce of sauce in 1 pound tins. Care should be taken with all brands offered to the trade to ascertain whether the quantity of meat is lessened and the weight made up with water. If the latter, such goods are worthless for export — the constant motion of the voyage dissolving the fish into what might be termed lobster soup.

Page 538.

EASTERN INDUSTRIES.

Last week there were shipped 1748 casks of lime from Camden.

\*\*\*\*\*

The mackerel have suddenly appeared in Penobscot Bay in large numbers, and the fishermen are very busy.

\*\*\*\*\*

The Miramichi salmon catch this year is calculated at 50 percent above the average of the last few years.

\*\*\*\*\*

Frozen salmon from the north are now being forwarded by the All Rail Line at the rate of three carloads per week.

\*\*\*\*\*

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HISTORY FROM THE PAST - Maine Industry Journal - 1882

The firm of Herrick & Byard, have opened a quarry for breaking paving at Sargentville, and will employ from 15 to 20 men.

\*\*\*\*\*

Dyer & Libby of Portland, have invented a fish-cleaning machine. The invention is a set of Russian bristle brushes set in a peculiar position and rotated by steam. With one of these simple machines the work of five hands in the old way is done in the same length of time, and done much better. About fifty mackerel per minute can be dressed by this machine.

\*\*\*\*\*

The Times reports a large meeting at Bath, Monday night, in the interest of the proposed Bath shipbuilding company. The project is for the establishment in Bath of new engine and boiler shops and a new shipyard for either wood or iron. Hon. G. C. Goss, Hon. T. W. Hyde, Hon. W. W. Rogers, Charles Davenport, Esq., and others spoke in favor of the plan. The Treat and Lang and Rice property is proposed as a location. The original subscription paper now has \$44,000 on it, an increase of \$7,000, and another paper is out.

Page 539.  
The Union says the Columbia Falls

Blueberry Packing Company have one of the best arranged factory buildings in the country. They made the building for the work and have specially fitted and furnished it in each department with such facilities and improvements as years of experience suggested. The factory affords all the room and conveniences needed for packing beans, corn, pumpkins or any goods that the company may ever desire to place in the market. They can pack 400 to 500 bushels of berries daily provided so many are brought to the factory.

\*\*\*\*\*

Some idea of the magnitude which the mackerel canning business has reached in Portland may be obtained from the following: C. A. Dyer & Company, are the largest packers and employ 125 hands, men, boys, and girls. They also use improved machinery never before used which saves the labor of many hands. They put up 125 barrels of mackerel per day, filling 15,750 cans. Next comes George E. Deering & Company who employ about 75 hands, putting up from 90 to 100 barrels of mackerel per day. Then Burnham & Morrill and the Portland Packing Company each put up one hundred thousand cans this season. This industry is almost new there, the first factory being started last year. There are at least three hundred hands

employed in the putting up and twenty-five sailing vessels and three steamers employed in the catching of the fish.

\*\*\*\*\*

Charles B. Harrington, Esq., the noted yacht builder in Bath, has built within the last twelve months three steam yachts and one sailing yacht, and has commenced on another for Boston parties. He commenced business on the Patten wharf where he still remains, twenty-two years ago, and has turned out, he judges, from eight hundred to one thousand ship's boats, including some one hundred or more porgie boats of large size, some of them forty feet long, fourteen feet wide and five feet deep. He has also built fifteen steam yachts and about thirty-five sailing yachts, some of them the fastest sailing yachts in the country. One year a sloop yacht of his building took the first prize racing with the Boston Yacht Company. At another time his schooner yacht FEARLESS took the first prize with the same company and still is considered one of the very fastest yachts in the country. Mr. Harrington, has a large amount of mechanical genius in his line of business.

Page 540  
RAILWAY AND STEAMSHIP NOTES.  
The Portland Company are changing

the wood burning locomotives of the Ogdensburg road to coal burners, are building one hundred 8 wheel platform cars for the Maine Central and twenty locomotives for the Northern Pacific.

HOTELS AND SUMMER RESORTS.

Prout's Neck has been sold to a New York man, who proposes to erect a large hotel there next season.

\*\*\*\*\*

Nautilus island, near Castine, has been purchased by Mr. H. C. Williams, of New York, who is to convert it into a summer resort.

\*\*\*\*\*

The Kennebunkport Seashore Company, at Kennebunkport, Maine, owners of the celebrated Ocean Bluff Hotel, sundry cottages and seaside building lots, is now in a flourishing condition, several enterprising gentlemen having recently become stockholders. At the annual meeting last Saturday a new board of directors was elected as follows: William E. Blunt, Haverhill, Massachusetts, S. G. Damon and R. L. Hodgden, of Arlington, Massachusetts, George S. Lord and Hartley Lord of Boston, S. W. Lugues of Biddeford, and Charles E. Perkins of Kennebunkport, Mr. Blunt was chosen President, and Mr. Perkins, Clerk and Treasurer.

CLASSIFIED

POWER



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17' SCOUT 175 SPORTFISH, 2019. With Yamaha F90LB Outboard, Shark

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60 Long shaft Command Thrust	\$7,020
90 Long shaft leftover	\$7,906
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19' SEA RAY SKI BOAT, 1987. With MerCruiser 200 hp I/O and 1987 trailer. Asking \$4,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.



20' GRADY WHITE 208 ADVENTURE, 1998. With 1998 Yamaha 225 hp Saltwater Series O/B. Bimini top, GPS and 2009 Venture trailer. Asking price \$18,500. Casco Bay Yacht Sales, Freeport, Maine



## POWER

20' WELLCRAFT V-20 STEPLIFT, 1987. With 2000 Evinrude 150 hp O/B and 1987 Shorelan'r trailer. Asking \$6,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.



21' CHRIS-CRAFT CARINA, 2018. With Mercury V8 6.2L 300 hp B3 DTS and EZ Loader trailer. Included upgrades: Midnight Blue gelcoat, Riviera Red gelcoat stripe, push button start, Heritage Trim Edition, bimini top, cockpit and bow covers. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).



21' SCOUT 215 XSF, 2019. With Yamaha outboard, Aristo blue hull color, powder coated t-top, rocket launchers, raw water washdown, folding transom seat, forward seating backrests, JL Audio Speaker upgrade and New EZ Loader trailer. Call

## POWER



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